

MASON'S
O.K. SAUCE,
O.K. PICKLES,
MANGO CHUTNEY,
WORCESTERSHIRE
SAUCE,
MUSTARD SAUCE,
TOMATO CATSUP.

Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

Have YOU tried the
\$130 Smith \$130
MOTOR WHEEL
It can be attached to
any ordinary Cycle.
ALEX. ROSS & Co.,
Phone 57.

No. 18,614. 號四十六百六千八萬一第 日四初月二十年巳丁 HONGKONG, WEDNESDAY, JANUARY, 1918. 三拜禮 號六十月正年七國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. [1463]

OTARD'S
* * *
BRANDY.
Shipped by
OTARD, DUPUY & CO.,
COGNAC.

SOLE AGENTS:
CALDBECK,
MACGREGOR & Co.
13, QUEEN'S ROAD CENTRAL.
Telephone No. 76 [15]

NEW CARTRIDGES.
JUST ARRIVED.
FIRST-CLASS, DAMP PROOF, AMERICAN SPORTING CARTRIDGES—
12, 16, and 20 Bore, loaded with all sizes of
Chilled Shot.
These Cartridges, made of the finest damp
proof material, steel lined inside with brass
casing 1 1/2" deep on the outside, are especially
made to withstand the effects of damp
climates and are second to none for reliability
in the field.
We have also received a consignment of
B.S.A. Air Rifles.
INSPECTION INVITED.
WM. SCHMIDT & Co.
[1185]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1210. [535]

PEAK TRAMWAY COMPANY,
LIMITED.
TIME-TABLE
WEEK DAYS.
9.00 a.m. to 8.00 a.m. Every 15 minutes
9.00 " to 10.00 " " 10 " "
10.00 " to 11.00 " " 10 " "
11.00 " to 12.00 p.m. " 10 " "
12.00 p.m. to 1.00 p.m. " 10 " "
1.00 p.m. to 1.15 " " 10 " "
1.15 " to 1.45 " " 10 " "
1.45 " to 2.15 " " 10 " "
2.15 " to 2.45 " " 10 " "
2.45 " to 3.00 " " 10 " "
NIGHT CARS.
p.m. and 9.00 p.m. to 11.00 p.m.
Every Half-Hour.
p.m. to 11.45 p.m. Every Quarter-Hour
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes
8.00 " to 11.00 a.m. " 10 " "
10.30 " to 12.00 noon " 15 " "
11.30 " to 1.00 noon " 10 " "
12.00 noon to 1.00 p.m. " 10 " "
1.00 p.m. to 6.00 " " 15 " "
6.30 " to 6.45 " " 15 " "
6.45 " to 8.30 " " 10 " "
NIGHTS CARS as on Week Days.
Extra Cars at 12 Midnight.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on application
at the Company's Office. No Season
ticket will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Comproadors Order representing Bank
Notes.
JOHN D. HUMPHREYS & SON,
General Managers. [1463]

KOWLOON-CANTON RAILWAY.
TIME-TABLE.
On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.
DOWN TRAINS.

Stations	No. 5 Thru Expres. a.m.	No. 7 Local a.m.	No. 9 Thru Local a.m.	No. 11 Local a.m.	No. 13 Thru Expres. p.m.	No. 15 Local p.m.	No. 17 Thru Expres. p.m.	No. 19 Local p.m.	No. 21 Local p.m.
CANTON (Tat Sha Tan)	dep. 7.25	dep. 8.40	dep. 11.15	dep. 11.45	dep. 5.20	dep. 5.35	dep. 6.50	dep. 7.15	dep. 7.30
Shek Lung	dep. 8.05	dep. 9.20	dep. 11.55	dep. 12.25	dep. 6.00	dep. 6.15	dep. 7.30	dep. 7.55	dep. 8.10
Shang Chun	dep. 8.15	dep. 9.30	dep. 12.05	dep. 12.35	dep. 6.10	dep. 6.25	dep. 7.40	dep. 8.05	dep. 8.20
Shung Shui	dep. 8.25	dep. 9.40	dep. 12.15	dep. 12.45	dep. 6.20	dep. 6.35	dep. 7.50	dep. 8.15	dep. 8.30
Fanling	dep. 8.35	dep. 9.50	dep. 12.25	dep. 12.55	dep. 6.30	dep. 6.45	dep. 8.00	dep. 8.25	dep. 8.40
Tai Po	dep. 8.45	dep. 10.00	dep. 12.35	dep. 13.05	dep. 6.40	dep. 6.55	dep. 8.10	dep. 8.35	dep. 8.50
Shatin	dep. 8.55	dep. 10.10	dep. 12.45	dep. 13.15	dep. 6.50	dep. 7.05	dep. 8.20	dep. 8.45	dep. 9.00
Yuen Tai	dep. 9.05	dep. 10.20	dep. 12.55	dep. 13.25	dep. 7.00	dep. 7.15	dep. 8.30	dep. 8.55	dep. 9.10
Hung Hom	dep. 9.15	dep. 10.30	dep. 13.05	dep. 13.35	dep. 7.10	dep. 7.25	dep. 8.40	dep. 9.05	dep. 9.20
KOWLOON	arr. 11.05	arr. 9.05	arr. 13.45	arr. 14.15	arr. 7.20	arr. 7.35	arr. 8.50	arr. 9.15	arr. 9.30

UP TRAINS.

Stations	No. 4 Local a.m.	No. 6 Thru Expres. a.m.	No. 8 Thru Local a.m.	No. 10 Local a.m.	No. 12 Local p.m.	No. 14 Thru Expres. p.m.	No. 16 Local p.m.	No. 18 Thru Expres. p.m.	No. 20 Local p.m.	No. 22 Local p.m.
Last Ferry	dep. 6.25	dep. 7.05	dep. 9.15	dep. 9.45	dep. 1.15	dep. 1.35	dep. 2.55	dep. 3.15	dep. 3.35	dep. 3.55
KOWLOON	dep. 6.55	dep. 7.35	dep. 9.45	dep. 10.15	dep. 1.25	dep. 1.45	dep. 3.05	dep. 3.25	dep. 3.45	dep. 4.05
Shang Chun	dep. 7.05	dep. 7.45	dep. 9.55	dep. 10.25	dep. 1.35	dep. 1.55	dep. 3.15	dep. 3.35	dep. 3.55	dep. 4.15
Yuen Tai	dep. 7.15	dep. 7.55	dep. 10.05	dep. 10.35	dep. 1.45	dep. 2.05	dep. 3.25	dep. 3.45	dep. 4.05	dep. 4.25
Shatin	dep. 7.25	dep. 8.05	dep. 10.15	dep. 10.45	dep. 1.55	dep. 2.15	dep. 3.35	dep. 3.55	dep. 4.15	dep. 4.35
Tai Po	dep. 7.35	dep. 8.15	dep. 10.25	dep. 10.55	dep. 2.05	dep. 2.25	dep. 3.45	dep. 4.05	dep. 4.25	dep. 4.45
Shung Shui	dep. 7.45	dep. 8.25	dep. 10.35	dep. 11.05	dep. 2.15	dep. 2.35	dep. 3.55	dep. 4.15	dep. 4.35	dep. 4.55
Fanling	dep. 7.55	dep. 8.35	dep. 10.45	dep. 11.15	dep. 2.25	dep. 2.45	dep. 4.05	dep. 4.25	dep. 4.45	dep. 4.65
Shek Lung	dep. 8.05	dep. 8.45	dep. 10.55	dep. 11.25	dep. 2.35	dep. 2.55	dep. 4.15	dep. 4.35	dep. 4.55	dep. 4.75
CANTON (Tat Sha Tan)	arr. 11.45	arr. 12.05	arr. 11.05	arr. 11.35	arr. 2.45	arr. 3.05	arr. 4.25	arr. 4.45	arr. 4.65	arr. 4.85

* Will stop at Tai Po and Shung Shui to allow First-Class Passengers to alight,
on Notice being given to the guard.
NOTICE TO PASSENGERS.
The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.
SHA TAU KOK BRANCH.
a.m. a.m. p.m. p.m.
Fanling dep. 8.20 11.25 2.50 Shataukok dep. 10.00 1.20
Shataukok arr. 9.15 12.20 3.50 Fanling arr. 11.00 2.20 5.00 [789]

MITSUBISHI KAISHA, LTD.
1A, A.B.C. WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Contralto Condensers, Stone's Manganese Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c., &c.
NAGASAKI WORKS.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1. Dock No. 2. Dock No. 3.
510 feet 350 714 feet.
Length on Keel Blocks 77 " 53 " 88 "
Width of Entrance on bottom 28 " 24 " 44 "
Water on Blocks at Spring Tide 28 " 24 " 44 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 20 tons each, besides 150 tons Giant Cranes.
ROBE WORKS.
TELEGRAPHIC ADDRESS: "DOCK," ROBE.
FLOATING DOCKS.
No. 1. 7,000 tons. No. 2. 12,000 tons.
Lifting Power 450 feet. 580 feet.
Max. Length of Ship taken in 56 " 56 "
Max. Breadth of Ship taken in 22 " 22 "
Max. Draft of Ship taken in 22 " 22 "
HIKOSHIMA WORKS (Near Shimonoseki).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks 388 feet 0 inch.
Breadth at Entrance on bottom 26 " 0 "
Depth of Water on Blocks at Spring Tide 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, ROBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt
execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [717]

KAIPING COAL
FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY
FOR ALL INFORMATION APPLY TO
DODWELL & CO. LTD. QUEEN'S
BUILDINGS HONGKONG, OR
KAILAN MINING ADMINISTRATION
TIENTSIN, NORTH CHINA.

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.
[Established 1836. Incorporated in Great Britain.
Total Assets exceed £14,000,000.
FIRE, LIFE, MARINE, MOTOR, CAR, PLATE GLASS, FIDELITY,
GUARANTEE AND LOSS OR PROFITS INSURANCE.
JOHN DE R. LANCASTER,
HONGKONG BRANCH,
4, Des Voeux Road, Central.
Tel. No. 24.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 16th JANUARY, 1918.

8 a.m. "HONAM" 8 a.m. "HONAM"
10 p.m. "KINSHAN" 4.00 p.m. "FATSHAN"

THURSDAY, 17th JANUARY, 1918.

8 a.m. "HONAM" 8 a.m. "HONAM"
10 p.m. "FATSHAN" 4.30 p.m. "KINSHAN"

FRIDAY, 18th JANUARY, 1918.

8 a.m. "HONAM" 8 a.m. "HONAM"
10 p.m. "KINSHAN" 4.00 p.m. "FATSHAN"

SATURDAY, 19th JANUARY, 1918.

8 a.m. "HONAM" 8 a.m. "HONAM"
10 p.m. "HONGSHAN" 4.30 p.m. "KINSHAN"

HONGKONG-MACAO LINE.

Sailings:—S.S. "SUI AN" to Macao daily at 6 a.m. (Sundays 9 a.m.)
S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 1 p.m.)
S.S. "SUI TAI" from Macao daily at 7.30 a.m.
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.)
Further information may be obtained at the Company's Office, Hotel Manxian,
or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong. [1461]

KELLY & WALSH, LTD.

READY:
ENGLISH AND CHINESE
DIARY AND ALMANAC
FOR 1918.
2nd Year of Publication—Three
days to page, interleaved blotting,
twenty pages of useful local and
general information.
Price \$1.50

THE ANGLO-CHINESE

DATE BLOCK
75 Cents each.

THE MEMOFILE

A Real Automatic Reminder.
Desk Date Block, and Card
Index System, with vest
memo-case,
\$7.00

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS AND TIMBER EXPERTS.
ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Philippine Hardwoods, Oregon Pine and
Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawed to any Dimensions
Prices and Samples, on application.
Telegrams—Rosewood. Telephone No. 1463. P. O. Box No. 639. [527]

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.
OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG at Noon.
S.S. "VENEZUELA" Jan. 20th.
S.S. "ECUADOR" Feb. 27th.
These Steamers have the most modern equipment, including Overhead Electric
Fans and Electric Lighting, ALL LOWER BERTHS and large comfortable staterooms
(all single and two berth only).
The Safety and Comfort of Passengers is our first consideration.
Special care is given to the Cuisine, and the attendance on passengers cannot be
surpassed.
Tickets are interchangeable with the Togo Kisen Kaisha and the CANADIAN
PACIFIC OCEAN SERVICES, LTD.
For further information, rates, literature, schedules, etc., apply to
Telephone 141. COMPANY'S OFFICE in Alexandra Buildings, Chater Road. 83

HOTELS

THE HONG KONG HOTEL
AND
GRILL ROOM.
J. H. TAGGART,
Manager. [14]

KING EDWARD HOTEL.
CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS!
Telephone No. 373.
Tel. Address: "VICTORIA"
J. WITCHELL,
Manager. [29]

PEAK HOTEL.
1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience, Telephones
in every Room, prompt connection maintained
by six lines to Central.
Fifteen minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Roof Garden, and Social Rooms. European
Runners meets Steamers. P. O. PEUSTER,
Manager. [1455]

THE VICTORIA HOTEL.
CANTON.
Situated on the British Concession,
Shameen.
The only European Hotel in
Canton.
Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.
Under the personal Management
of Mr. and Mrs. Geo. B. KYLES. [1466]

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE,
KISHIDARE, YOSHINOYAMA, HOJO,
NAMAZUTA, SATO, KANADA,
SHINNEW, KAMIYAMADA, HIBAI
AND OYUBARI COLLIERIES.
AGENTS FOR SAKITO COAL.
HEAD OFFICE:—
MARUNOUCHI, TOKYO
BRANCH OFFICES:—NAGASAKI, MOI,
KARATSU, WAKAMATSU, OTARU,
MURORAN, HAKODATE, KOBE,
OSAKA, KURE, TOKYO, YOKOHAMA,
NAGOYA, TSURUGA, VLADIVOSTOK,
HANKOW, PEKING, DAIEN,
TAIPEI, LONDON, NEW YORK,
SHANGHAI, HONGKONG, HAIPHONG,
CANTON AND SINGAPORE.
Cable Address:—"IWASAKI"
Codes:—A1, A.B.C. 5th Ed., Western Union
and Bentley's.
Agencies:—CHINKIANG—Messrs. GRANTING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BARNES & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to
S. KAWATE, Manager,
No. 2, Paddar Street, Hongkong. [1463]

FRENCH LESSONS
G. MOUSSON,
13, MORRISON HILL ROAD.

INTIMATIONS

Our TERMS make it easy to get a

VICTROLA

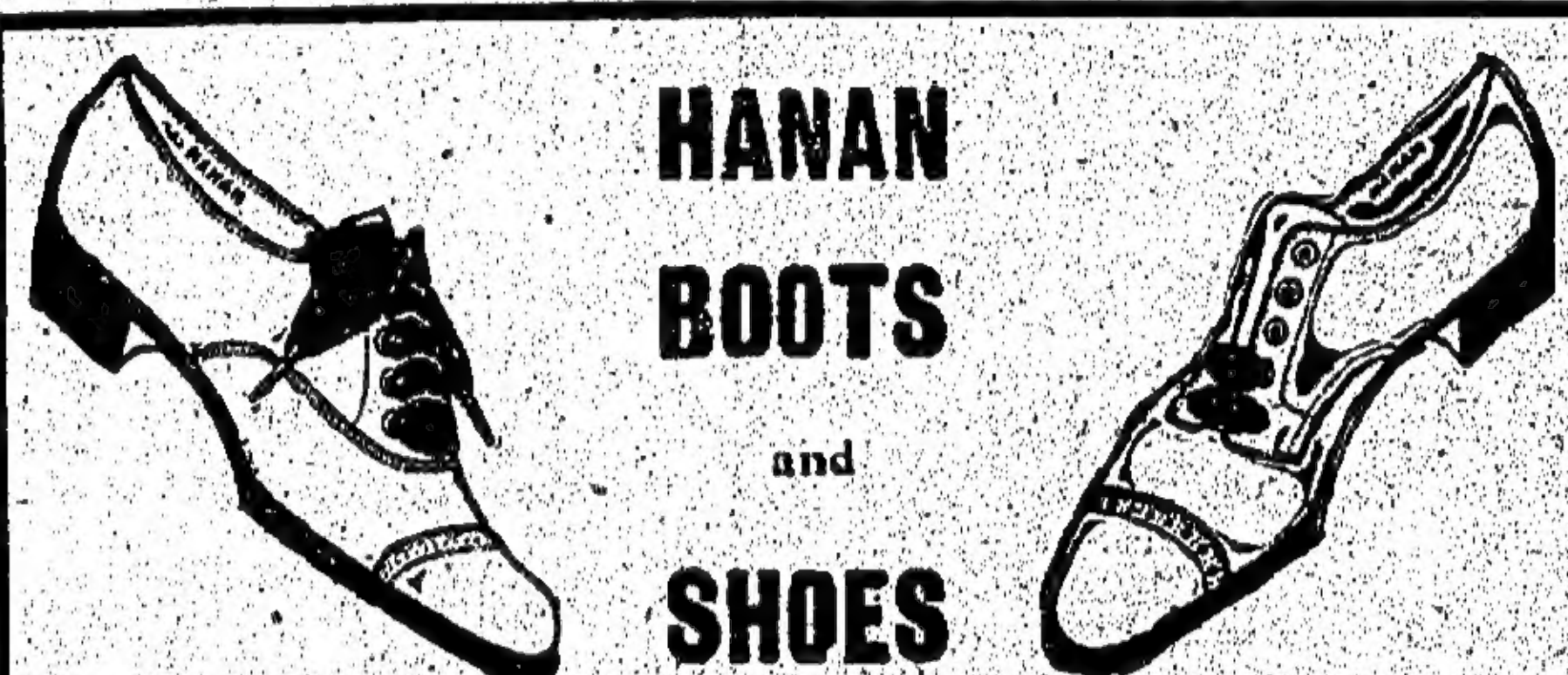


Prices \$33 to \$330.

20% Discount for cash with ord.

MOUTRIE'S

EXCLUSIVE AGENTS.



HANAN

BOOTS

and

SHOES

Quality and fit are the prime reasons for their world-wide popularity.

NEW STOCK IN TAN, BLACK and PATENT LEATHER.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, DES VŒUX ROAD. Telephone 29.

LA MINERVA

CIGAR FACTORY.

ESTABLISHED 1883.

CHEROOTS

CORTADO DELICIOSO.

In boxes of 100 \$3.50 duty paid.

CORTADO DE LA REINA.

In boxes of 100 \$2.50 duty paid.

LANE, CRAWFORD & CO.,

AGENTS IN HONGKONG AND SOUTH CHINA.

HOUSES TO LET

TO LET.

FURNISHED HOUSE at Mount Davis, Pokfulam Road, for February, March and April. Rent moderate.

Apply—

H. E. GOLDSMITH, F.W.D. [14518]

TO LET.

FURNISHED HOUSE, 87, Peak, from 1st May to 31st October. 6 Rooms and usual Offices, together with a large Garden.

Apply—

W. METRICK HUMPHREYS, c/o W. G. HUMPHREYS & Co., 5, Duddell Street. [1453]

TO LET.

OFFICES in York Buildings, Houses on Shamshen, Canton. Apply to THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd. [12]

TO LET.

IMMEDIATE entry, Four very desirable SHOPS, situated in Lo House Street, opposite the Grand Hotel, recently reconstructed. For rent and other particulars apply to—

The MANAGER, Hongkong Ice Co., Ltd., 44, Connaught Road Central. [1900]

TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. [1273]

TO LET.

No. 15, BURROW STREET, Wanchai. ONE GODOWN. "LEWKNOR" No. 128, THE PEAK, from 1st April, 1918.

Apply to—

LINDSEY & DAVIS, 3rd Floor Alexandra Buildings. [30]

FOR SALE.

TUSCULUM, Barker Road, 155, Peak.

Apply—

DUNCAN CLARK, LANE, CRAWFORD & Co. [1458]

STRAITS MERCHANT SERVICE GUILD.

DISPENSARY Building, Raffles Place, Singapore, are HONORARY AGENTS of the STRAITS MERCHANT SERVICE GUILD, where subscription are received, new Members are enrolled and all Members are welcomed as Visitors during their stay in port. [1288]

ALSACE-LORRAINE.

MORE THAN A QUESTION OF POLITICS THE REAL PROBLEM.

Alsace-Lorraine is more than a question of politics and sentiment, though it is that first of all. It is also a many-sided problem of international and competitive industry. Here I can do little more than summarise the issues in broad outline. It is of the first importance that they should be understood by the British people, as well as in Whitehall (writes Mr. Sydney Brooks in the *Daily Chronicle*).

When Moltke in 1871 insisted upon, and Bismarck against his better judgment assented to, the annexation of Alsace-Lorraine, the main thought in their minds was that of securing a strategic frontier. They secured, though they did not know it at the time, something far more valuable than that, something that has proved the basis on which Germany has built up her towering fabric of prosperity and power, something without which Germany could not have begun this war, or could not have waged it for six months.

They secured the largest deposit of iron ore in Europe, and the second largest in the world. The soil of the lost provinces has made Germany's fortune. She has derived from it her metallurgical ascendancy, the motive power for her industries, her wealth, and, as a consequence, her naval, military and political power.

The area covered by this deposit embraces the Longwy and Briey districts in France, now occupied by the German armies, and portions of Germany, Lorraine, of Luxembourg, and of Belgium, also, for the moment, in German possession. If Germany could secure a peace based on this wealth of iron ore, estimated at some 5,000,000,000 tons, would pass under her control.

MINERAL WEALTH OF LORRAINE. There are reckoned to be 3,800 million tons of iron ore in all Germany. Alsace-Lorraine alone is responsible for some 3,000 millions, or five-sevenths of the Empire's total supply. When the many hypotheticals the Lorraine beds have been yielding about 500,000 tons of ore a year. In 1914 they were yielding over 2 millions as much. Up to 1903 Germany had no need to import from abroad a single ton of ore. Lorraine alone enabled her to maintain for over three decades an unprecedented industrial expansion.

Since the war Germany has depended almost entirely on the Lorraine mines for the iron and steel which are the basis of all modern warfare. She has got some from the occupied districts of France and Belgium and Luxembourg, and some too, from Sweden, but from three-fifths to four-fifths of her output during the war has come from Lorraine. Without the production of the province, Germany in France 46 years ago Germany would long since have exhausted her capacity for turning out the material of war. Liberate those provinces from her clutch—with their 21,000,000 tons of iron ore a year, their 3,800,000 tons of iron smelting, their 2,800,000 tons of steel smelting, and the useful coalfields of the Sarre valley—and a long step has been taken towards binding her down to peace.

Glance now at the French side of the question. In 1913 Alsace-Lorraine equalled the whole French output of pig-iron and reduced by itself only one-third less steel than all the French steel works combined. And yet the reserves of iron ore on the French side of the frontier are actually greater than on the German side. Why then, with a large supply of raw material, was France lagging behind Germany in the production of pig-iron and steel? The reason is that France is badly off, while Germany and Belgium are well provided with coking coal; and that a very large proportion of the French ore was smelted into pig-iron in the blast furnaces of Germany and of Belgium, much to the advantage of the iron industries in both of these countries, but of doubtful benefit to France.

Suppose now Germany were to win and were to annex the greater half of the ferruginous basin that lies on French soil. Territorially it would be a very small acquisition. Economically its value would be incalculable. It would mean that after the war Germany would be able to raise some 40,000,000 tons of iron ore a year, while the French output would be reduced to a bare 4,000,000 tons. Suppose, on the other hand, that the Allied victory is as complete as we all intend it shall be, and that Alsace-Lorraine is restored to France. The situation in that case would be almost precisely reversed. France would be in a position to extract about 43,000,000 tons of ore a year, and Germany would have to remain satisfied with a maximum yield of some 8,000,000 tons.

INDUSTRIAL PRIMACY OF EUROPE. Even, however, when France has resumed her rightful ownership of the lost provinces, and in doing so has become the supreme storehouse of iron ore on the Continent, the coal problem will still remain. Not only will it remain; it will be aggravated—and in a form that will ask for its right solution from both the French and the British Governments a high degree of commercial diplomacy. France before the war consumed some 68,000,000 tons of coal a year. Of these she raised herself 41,000,000 tons and imported 27,000,000, about half of which came from Great Britain and the remainder from Germany and Belgium. With the restitution of Alsace-Lorraine she will require at the least 40,000,000 tons a year extra. Where is she to get it from? Great Britain or Germany? Wales and Northumberland or Westphalia? From her Ally, with whom a mutually advantageous bargain can be struck, or from her enemy who will certainly use his supply of coal as a magnet to attract French ore, to build up anew his iron and steel industries, and to dominate French metallurgy in the future as in the past?

(Continued at foot of next column.)

WAR TRAGEDIES AND COMEDIES.

The novelist and the dramatist on the lookout for tragedy-comedy have already found a rich mine in the great war, says the *Evening News*.

Unparalleled, in every sense, the war is without precedent in the number of its cases of resurrection. "Recalled to life," says Jeremiah Crutcher in "A Tale of Two Cities," "you'd be in a blazing bad way, Jerry, if 'recalled to life' was to come into fashion."

Well, the great war has brought it very much into fashion, and a good many people have been much disturbed in consequence. But apart from the almost unthinkable joy of reunion in most instances and the awkward situation developed in others by the reappearance of the "dead," there have been many instances in which the comic side of the story has been uppermost throughout and the not least piquant feature the conflict between official reliance on its record and the assurance of his own existence. There was the soldier, for example, in the early days of the war who would keep calling at the War Office to draw his back pay, who stubbornly refused to admit that he was dead, though there was the proof in black and blue, so to speak, before his eyes.

The official attitude, quite naturally, was that of the Lord High Executioner in "The Mikado." "If we say you're dead, you're as good as dead—practically you are dead." But Tommy, with characteristic buoyancy has usually refused to accept this infallible declaration as gospel.

In the case, however, of the soldier who has not been able to get back to "Blighty" or to his comrades, except, perhaps, ultimately in a German camp as prisoner, the proof that he is still alive in fact is not so easy to find, and meanwhile there are no end of bewilderment, distressing, or amusing complications.

A SOUND MAXIM. A sound maxim to rely on in these cases is this: "Never believe that a 'missing' man is dead."

Here's a case in point—a case within the personal knowledge of the writer. The father of a young officer, who was engaged in the big fight on the Somme last year, was told that his boy had been killed. The story was that the young officer had been seen standing by his machine-gun in a wood when suddenly, as though the ground had opened and swallowed him, he disappeared.

Some brother officers told the father that his son's gun was surrounded by the British, and they could only conclude that he was killed. Another man said he had seen the young fellow lying dead. The family went into mourning, convinced that they had no ground for hope.

A little while after the father came to London to consult a friend. The two men were sitting together in a well-known hotel and the friend at the moment was still urging the father not to take the "missing" story as the last word, when the page came through the room calling out the numbers of certain rooms and carrying telegrams. "24," shouted the boy. "That's me," said the father eagerly, and in an instant he had read the message. It was from the War Office, and informed him that his son was a prisoner in Germany.

In another case an officer who had made a war marriage had gone out early. The wife was practically told by the authorities that it was useless to make any further inquiries—there could be no doubt that her husband had been killed. Accepting the worst she put on widow's dress, sent out the customary cards, and received the condolences of her friends. Six months later an old friend came home on leave, and before he went back he and the supposed widow got married.

A DIFFICULT SITUATION. The real husband, it turned out, was a prisoner in Germany, and the news of the wedding got through to him. He wrote to his wife, who was much upset, of course, at this strange turn of events. The difficulty of the situation was aggravated by the fact that the first husband's estate was of considerable value, while the wife had no money in her own right, nor had the new bridegroom.

The complications that arise in these cases are obviously so grave that it is perhaps unnecessary to emphasize the need for exceptional care in the circulation of the official announcements. In one case a married woman was notified of her husband's death. His will was proved and the estate administered. The real facts were that the man was detained in Flanders and was unable to communicate with his wife for some months.

Another man who was officially reported killed had gone out with a platoon, none of whom was heard of again. Afterwards he turned out to be a prisoner in Germany.

The wives of soldiers who have gone into mourning on the strength of official but inaccurate announcements may be found in every part of the Kingdom. In some instances there have been memorial services for men who may yet be among the victorious armies. "Killed in action" on his memorial card is a legend that has been read by many a soldier returned to life.

"I had him buried," wrote the major in the case of an artillery man of West Bromwich, who was at the time alive and well, "with others of his comrades who were killed at the same time, and above them we placed a wooden cross."

And about the same time the man himself was writing, "I am quite well. I am just being sent down to the base."

It is clearly an almost vital interest both for France and for Great Britain that the formation of a huge Franco-German cartel, based on the reciprocal exchange of coal for ore, should be prevented, that we should ourselves supply France with the coals that will enable her to do her own smelting, and that we should take from her in return the iron ore that we now import from Sweden and from Spain. If we do this we shall have made it impossible for Germany ever to go to war again.

SERIOUS FIRE AT MASONIC HALL.

DAMAGE BY FLAMES AND WATER.

A serious fire broke out on January 9th in the godown on the top floor of the Masonic Hall, No. 30 the Bund, Shanghai. The fire is thought to have been caused by a defect in the heating plant in the godown on the top floor adjoining the kitchen. From the heating plant the fire rapidly spread to the lath in the roof of the godown and also followed the stovepipe to the kitchen and likewise spread to the servants' quarters. Owing to the difficulty in transacting quick progress and before it could be controlled had broken through the ceiling of the main hall, or temple. Masons who had heard of the fire, and immediately rushed to the building, and with the help of a number of citizens, carried out valuable papers, books, furniture, etc. The greatest damage was done in the godown on the top floor, which is used as a storeroom. Valuable papers, manuscripts and a quantity of furniture were stored there. All the charters were saved, although many of the papers in the archives and the furniture were hopelessly damaged. Many of the Bibles and books donated by members years ago, and which cannot be replaced, were destroyed. The big hall was a sorry sight. The fire had broken a hole of some 12 by 3 ft. through the ceiling and the fresco work had fallen a blazing mass into a pool of water on the floor. There were other holes in the ceiling caused by the brigade, who had chopped them to allow the water to seep through. It was water, water everywhere, in fact it came down like a waterfall in many portions of the building. The ante-room, the billiard room and the refreshment room of the club premises were all seriously damaged by water. The big organ, which is built in the wall in the end gallery of the main hall, was badly damaged, and it will cost no small sum to restore the instrument. Apart from the damage done to the building and furniture an irretrievable loss has been suffered in the old books and manuscripts which were destroyed in the archives. Practically all the lodge paraphernalia was saved. It is estimated that fully 15, 10,000 would be the loss, all of which is covered by insurance. The Masonic Hall, which is one of the finest buildings on the Bund, was only founded in 1910. The organization was founded in Shanghai in 1859 and after an uphill fight in which they occupied various buildings in the city, secured the present property.

ALLIES AND THEIR SHIPPING.

In the House of Commons on November 21st Mr. Houston asked the Parliamentary Secretary to the Shipping Controller whether the United States Shipping Board had allocated to the service of Italy some twenty-five steamers; whether, notwithstanding this, British steamers carrying or intended to carry, food to this country were being diverted to France and Italy; whether many large British steamers were employed in carrying American troops to this side; and whether, with every effort to assist our Allies to the utmost of our abilities, due regard would nevertheless be given to the food necessities of the United Kingdom.

Sir L. Chiozza Money replied that the answer to the four parts of the question was in the affirmative. The tonnage assistance given by Great Britain was decided after careful consideration of the different needs of the Allies, including Great Britain. Our Allies were fully aware of the tonnage sacrifices made by Great Britain in the common cause.

Mr. Houston—Is it a fact that we have already given over two million tons of shipping to France, and is the hon. gentleman aware that the French have only requisitioned their own ships within the last few days, and have been using their ships for commercial purposes, and have been exploiting British shipping?

Sir L. Chiozza Money—It is perfectly true we have been good Allies in this matter. Does the hon. member suggest that what has been done has been done grudgingly? (Hear, hear.)

Mr. Houston—Why does the hon. gentleman say I suggested it had been done grudgingly?

Mr. Houston—Should there not be some reciprocity between the Allies in this matter?

Sir L. Chiozza Money—There is reciprocity in all these matters.

THE WRECK OF THE "POOCHI."

At H. M. Police Court, Shanghai, on January 10th, Mr. G. W. King, H. M. Coroner, concluded his inquiry into the circumstances surrounding the death of Mr. Robert Knox, second engineer of the C. M. S. *Poochi*, which occurred as a result of a collision between that vessel and the steamer *Hainan*, belonging to the same company. The Coroner found that Robert Knox died on January 6th from shock and exposure brought about by immersion in ice-cold water, the result of a collision between the steamers *Poochi* and *Hainan* in the South Channel, between Middle Ground and the South East Knoll Buoy.

SHANGHAI MUNICIPAL COUNCIL.

As all the old members of the Shanghai Municipal Council were willing to serve again and there were no other nominations they were returned without opposition. The members of the Council for the next year, therefore, are:—Mr. E. I. Ezra, Baron Y. Fujimura, Count L. Jesteraki, Messrs. J. Johnston, W. L. Merriman, E. C. Pearce (Chairman), E. C. Richards, Ed. White, and A. S. E. White-Cooper (Vice Chairman). Dr. R. S. Ivy was the only nominee for the office of Land Commissioner for the Municipal year 1918 and is considered to be elected.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG WAO" SAN PO.]

CANTON, January 15th.

THE PARLIAMENT AT NANKING. We are informed from a reliable source that Li-shun, the Tsuchun of Kiang-su, will request all the important members of the North and South to convene the former Parliament in Nanking. This proposal is strongly approved by many high military and political leaders, and it is said that Li-shun will be appointed Vice-President after the Parliament is convened.

GENERAL LUNG. General Lung Chai-kwong, on assuming office as Inspector-Commissioner of the two Kwangs in King-Chow, has re-appointed every official in the place. We learn that a number of magistrates and leaders, who were recently dismissed by General Lung, have returned to Canton to report the matter.

General Lung, referring to the Tsuchun's statement about the bombardment of the city that Lung's supporters caused the disturbance, has sent a telegram explaining that he (Lung) is responsible for the peace and good-order of the two provinces, and would never descend to such insignificant act as to order his men to disturb the state. He would only send troops to inspect various places and secure real peace. Lung added that the troops he had sent to Lui-chow and Yung-kong are over 20,000 strong, and would be enough for protection. If the military power in Canton is insufficient, he may send a few regiments thither at once to strengthen it.

MOVEMENT OF NORTHERN SQUADRON. The authorities have received reports from Amoy stating that the Northern Squadron, which left Amoy a few days ago, suddenly returned last night. The gunboats are ashoring in Amoy waters, without any suspicious movements.

RETURNING THANKS. We learn that Dr. Wu Ting-fong and many of the local gentry have decided to invite the Tsuchun, Civil-Governor, Admiral Ching Pih-kwong, and other leaders to tea in the Commercial Chamber to-morrow. Hearty thanks will be given to the three officials named for firmly securing peace and order at a time of confusion, thus saving the people from disaster.

CIVIL-GOVERNOR ENTERTAINS THE CONSULS.

The Civil-Governor, Li Yew-hon, entertained on the 15th inst. the various Consuls on the Shamshen and many of the foreign missionaries. The Governor was requested by a missionary, who has just come from Toi-shan, district, to send more troops to put an end to the robberies which are occurring within by day and night. The Governor agreed to give the matter his attention.

GENERALISIMO TO VISIT THE FIGHTING FRONTS.

The Canton Intelligence Bureau states that the Generalissimo of the Military Government (Sun Yat-sen) may visit the various fronts in order the better to be able to direct the general campaign.

COUNCIL OF THE SOUTH-WEST PROVINCES.

A council representing the independent South-Western provinces will soon be held. Its meeting place, for the present, will be Canton.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. J. C. JENKIN, D.S.P. (RESERVE).

MUSKETRY COURSE. The attention of Nos. 3 and 4 Platoons and of Sections 9, 10, and 11 and all of No. 2 Company is drawn to Orders of January 14th-15th with reference to Musketry Practice on Sunday next, January 20th.

PATROL DUTIES.

Copies of the Schedule of Patrol duties for 5 weeks from January 24th to February 27th (with both dates inclusive) has been sent to Warning Officers. Patrolmen who do not duly receive their warnings for duty are required to immediately communicate with their respective Warning Officers.

ROUTE MARCH.

For the convenience of members it is stated that the Parade ordered for Thursday, January 17th, will disband on the Praya, opposite Queen's Statue Square.

By Order.

T. F. HUGHES, A.S.P. (R.) and Adjutant. January 15th.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 15th January is as follows:—

	Receipts for week.	Aggregate receipts for 2 weeks.
This Year	\$11,375	\$23,611
Last Year	11,760	23,948
Decrease	385	337

CHINESE GOVERNMENT'S GRATITUDE TO HONGKONG.

THE COLONY'S CONTRIBUTION TO THE TIENTSIN FLOOD RELIEF FUND.

The following is a copy of a letter received by His Majesty's Minister at Peking from the Wai Chiao Pu acknowledging the contribution from Hongkong towards the Tientsin Flood Relief Fund:—

PEKING, December 21st, 1917.
Sir,—I have the honour to acknowledge receipt of Your Excellency's letter of the 17th instant saying that you had received the following communication from the Governor of Hongkong:—
"The Legislative Council of Hongkong has voted a sum of \$100,000 to be sent to Peking in relief of flood victims. I have the honour to enclose a draft for \$94,766.73, being the equivalent in Peking currency, and request you to forward it to the Metropolitan Union Flood Relief Council, together with a copy of the minutes of the meeting of the Council."

You send the draft for \$94,766.73 and the minutes of the meeting of the Council with the request that they may be forwarded to the Metropolitan Union Flood Relief Council.

I have sent the draft to the Reorganization Bureau for distribution and should like to express my deep and unbounded gratitude for the Governor of Hongkong's neighbourly and sympathetic desire to relieve the sufferers from the floods.

I have the honour to request Your Excellency to transmit my sincere thanks accordingly.

(Sgd.) KAO ERH CH'EN
(on behalf of the Minister for Foreign Affairs).

MARINE COURT.

CONCEALED COMPARTMENTS IN A CARGO BOAT.

Yesterday, at the Marine Court, before Commander C. W. Beckwith, R.N., Leung Yee, a boatwoman, was charged with unlawfully having a false bottom or secret compartment for the concealment of goods or persons in her cargo boat No. 1,007V.

P. S. Murphy said that on the 2nd instant at 9.30 p.m. he raided the defendant's cargo boat, in Yaumati and found at the stern, underneath the sleeping compartments, 1,737 baskets of coal concealed. He arrested the junk and the defendant, and found that there was a secret door from the main hold to the sleeping quarters. On the after part of the hold there were a number of empty coal baskets. The cargo boat was employed for carrying coal, and the coal found was identified by the Chinese firm who employed defendant's boat for the purpose.

The defendant said she had been away at a wedding and when she got back she found coal concealed. She sent the *loki* at once to tell the coal-owners that some coal was in the living quarters.

No evidence was produced to support the statement.

Commander Beckwith fined defendant \$100, with the alternative of two months' hard labour, the boat to be kept by the Police until the secret compartments have been removed at the defendant's cost. The boat was also to be inspected by the Chief Junk Inspector after being released.

Commander Beckwith remarked that it was the second charge of the same nature against the defendant.

TROWING RUBBISH IN THE HARBOUR.

Chan Tak, Lam Shu and four others, of the licensed junk No. T. 3,079 H, pleaded guilty to depositing a quantity of rubbish in Victoria junk anchorage, without the written permission of the Harbour Master, on the 11th instant.

Commander Beckwith fined each defendant \$10, with the alternative of a month's rigorous imprisonment.

FISHERMAN FINED.

Ng Kom Fong, a fisherman of Lamma Island, was charged with failing to exhibit his board, showing the number of his stake net and refusing to show his licence to the police at Pak-Kok, Lamma Island, on the 6th instant.

Commander Beckwith fined defendant \$20, with the alternative of a month's hard labour.

The Japanese Government has accepted the offer of Mr. K. Yamashita, a well-known shipowner of Yokohama, to contribute a million yen for national defence purposes. The money will be spent on development of military aviation.

BANKRUPTCY COURT.

(BEFORE THE CHIEF JUSTICE (SIR WILLIAM REES DAVIES, K.C.))

CHIEF JUSTICE'S ADVICE TO SOLICITOR'S CLERK.

Lo Wai Kam, a solicitor's clerk, applied for his discharge.

The Official Receiver (Mr. Hugh A. Nisbet) informed the Court that three dividends had been paid, amounting to fifty-four per cent. The Receiving Order was made on the debtor's petition on July 20th, 1912, and debtor was adjudicated bankrupt on August 10th, 1912. The assets were nil and the liabilities amounted to \$1,835, which was mostly money borrowed from Indians. The indebtedness was increased either in the shape of guarantees or money borrowed. The Official Receiver recommended that the debtor be granted an immediate discharge.

The Chief Justice, in granting the bankrupt his discharge, said—Tell him I strictly advise him to keep out of the clutches of the money-lenders, either as a borrower or as a guarantor for anybody else.

A SHIPPING VENTURE THAT FAILED.

The public examination was adjourned of Chang Yan Chi, a partner in the firm of the Wah On Cheung firm, formerly carrying on business at 83, Connaught Road, whose personal liabilities amounted to \$20,202 and assets to \$18,300.

The debtor was a partner of the Ki On Steamship Co., which has ceased to do business, and in which he invested \$3,000. The whole of this capital has been lost. The total liabilities of the Ki On Steamship Co. were \$3,384.40.

A TRUSTEE APPOINTED.

In the matter of the Kung Wo Shing firm, who applied to be adjudicated insolvent, the Official Receiver said that a petition against the debtors was filed on October 24th, 1917. The first general meeting of the creditors was held at the Official Receiver's office on November 23rd last, and was adjourned to December 7th, when it was resolved that the debtors be adjudicated bankrupt and that Tsang Ut Chi be appointed trustee.

The Chief Justice granted the application and appointed Tsang Ut Chi trustee of the estate of the petitioning firm.

A DEALER IN OLD NEWSPAPERS.

Chan Sui Sang, a trader of 191, Praya East, petitioned the Court for a Receiving Order, returning his assets at \$365 and liabilities \$1,120, due mostly on promissory notes and other transactions. In addition to the sum of \$1,120 there were due to various firms, under contracts for the purchase of bales of newspaper, a sum of \$130,000, while on payment of this sum of \$130,000 the debtor would be entitled to delivery of the said bales of old newspapers, which at the present market rate would be worth \$110,000. Of this sum \$5,000 had already been contracted to be sold by the debtor.

Mr. W. B. Hind, for the petitioner, applied for an adjournment, which was granted.

OFFICIAL RECEIVER APPOINTED TRUSTEE.

In the case of the Tong Fat firm, Mr. Nisbet said that the creditors had unanimously decided that the Official Receiver be appointed trustee.

The Chief Justice consented to this.

A PETITIONER'S EXAMINATION.

Chang Yan Chi appeared for his public examination.

Examined by Mr. Nisbet, he said that the amount of his debts was \$20,000 odd, which were his personal liabilities. He had borrowed the money owing to his failure in business. He was not doing any business at present. He had no property in the country now. He possessed a few paddy fields which had already been sold. He owed people money, and as he could not pay them the fields were occupied by the creditors. These were taken possession of before he had filed his petition. The petitioner contradicted himself and said that it was after he had filed his petition that his creditors came round and took possession of his paddy fields. Since the application he had not sold any paddy fields, which were all that he possessed, and were worth about \$1,000 to \$2,000. He gave the family house to his sons four or five years ago. This property did not stand in his name in the District Office, but in that of his sons. It was not registered because it

(Continued at foot of next column.)

HONGKONG MAGISTRACY.

A RUSSIAN VAGRANT.

A Russian, named Erdwan Bouvan, was charged with being a vagrant. Defendant stated that he wanted to leave the Colony, but was prevented from doing so by a fractured arm. He was an old soldier who had been discharged from the Army.

Mr. Dyer Ball ordered defendant to be sent to the House of Detention.

DANGEROUS BLASTING OPERATIONS.

An old Chinese was charged with carrying out blasting operations on the hillside out of hours, thereby endangering human life.

Sergeant Moss said that as a result of the blasting operations a match was damaged and a man slightly injured.

Defendant stated that it was impossible to protect the public from blasting operations.

Mr. J. R. Wood fined defendant \$75.

A DANGEROUS PRACTICE.

A Chinese pleaded guilty to displaying fireworks for sale in his shop without keeping them under a glass cover.

Defendant stated that he forgot to put the fireworks in a glass case.

Sergeant Ingham said he had been sent out by the C.S.P. to inquire into the cause of frequent explosions in defendant's shop. On going to the premises witness saw a string of fire-crackers, lying exposed on the counter. A fire might be easily caused, as the result of an explosion.

Mr. Dyer Ball fined defendant \$20.

THEFT FROM A STEAMER.

Two Chinese, Yip Tim and Wong Tuck, were charged with stealing a ham, a Christmas cake, two knives and a sheet from a steamer in harbour.

Mr. Leo d'Almeida appeared for the defendants.

Inspector Gordon said that the two defendants, who were cooks on board the steamer, were discharged on arrival at Hongkong. The men got into a sampan and were being rowed away when Sergeant Bond arrested them on suspicion and found the articles in their possession.

Mr. G. Johnson, chief cook of the steamer, identified the articles.

The first defendant stated that he had purchased the ham in America; the knives were given him by a friend. He admitted taking the sheet, but said he did so forgetfully.

The second defendant denied all knowledge of the theft.

Mr. J. R. Wood sentenced the first defendant to six months' hard labour and discharged the second defendant.

PRESERVED EGGS PROVE TO BE AMMUNITION.

A Chinese youth, just returned from America, was charged with being in unlawful possession of a quantity of ammunition on board a steamer in harbour.

Mr. B. Johnson, who appeared for the defendant, stated that the ammunition was found in a basket which did not belong to defendant, who had his own luggage with him at the time. A revenue officer, who boarded the vessel, ordered defendant to open the basket and he did so, as it belonged to a friend of his.

A revenue officer stated that when asked what the basket contained, defendant replied: "Preserved eggs." The ammunition was found concealed in old tinned tins.

Mr. J. R. Wood (to defendant)—What are you? Defendant—I am a Chinese. (Laughter.)

Defendant, who spoke English, stated that he had arrived from America and was proceeding to Canton when he was arrested. Nothing in the basket belonged to him.

Mr. J. R. Wood discharged defendant.

was a family possession. The landed properties that were registered in his name in the District Office in China were taken possession of by his creditors, and he had signed documents transferring them to his creditors. All except the paddy fields, the deeds of which he handed over to the Official Receiver, were taken over by his creditors.

Mr. Nisbet—You have already said that the paddy fields were taken over by your creditors—Debtor: The paddy fields are still my own property.

Did you transfer any property since the time you were sent to gaol six years ago?—No.

Mr. Nisbet—The Official Trustee is of opinion that the debtor disposed of property worth \$50,000 outside the Colony. He has not got sufficient evidence yet, and I would, therefore, ask your Lordship to adjourn the case *sine die*.

The case was adjourned *sine die* to give the Official Trustee an opportunity to make further investigations.

THE SHOOTING OF P. S. JOHNSTONE.

ROYAL ENGINEER CHARGED.

At the Hongkong Magistracy, before Mr. J. R. Wood, William Percival Bloomfield, Royal Engineer, was formally charged with the murder of Lance-Sergeant N. G. Johnstone, of the Hongkong Police Force.

The defendant is a well-known footballer and has turned out for the Engineer team in the Football League fixtures. The case created a great deal of interest, and the Magistracy was filled with spectators.

Mr. Wood, addressing the prisoner, said—I do not want you to make any statement. I am going to read the charge against you, and at some future date, which I will fix, I shall take the evidence against you, after which, if the evidence is against you, I will have to commit you for trial before the Supreme Court. The charge against you is one of wilful murder, committed at about five minutes after three o'clock on the morning of the 13th of January last, when you are alleged to have shot Lance-Sergeant Johnstone, of the Hongkong Police Force. Do you understand the charge?

Defendant—Yes, sir, I quite understand it.

Mr. Wood—All right, I remand the case till Tuesday, the 22nd instant, at 10 a.m., but even then I shall not go into the evidence, but will fix a suitable date for hearing it.

Defendant—Do I get a solicitor to defend me at the trial?

Mr. Wood—You are entitled to a solicitor to defend you.

Defendant—Thank you, sir.

SPORT.

BILLIARDS.

SOLDIERS' CLUB TOURNAMENT.

The soldiers made a bad start in the semi-final of this tournament at the Soldiers' Club, on Monday evening, and at the end of the first game were 34 points behind. In the second game Gunnar Donaldson recovered 38 of the deficit, the sitting closing with the Police Reserves 50 points ahead. The building was cold, the positions were dead and the table slow in consequence, and the players were not nearly up to their usual standard.

Score:—
85TH CO., R.G.A. H.K.P.R. 3 AND 4 PLATOONS.
Corpl. Gillard 150 Mr. Guimaraes 250
Gunnar Donaldson 250 Mr. Sequeira 912

FOOTBALL.

-TO-DAY'S MATCHES.

HONGKONG LEAGUE.

Middlesex v. R.G.A.—Navy Ground. Kick-off, 4 p.m. Referee, Mr. Lynch. Staff and Departments v. R.E. Res.—Navy Ground. Kick-off, 2.30 p.m. Referee, Mr. Byrne.

87th Co., R.G.A. v. Middlesex Res.—Navy Ground. Kick-off, 4 p.m. Referee, Mr. Hartop.

The following team will represent the Staff and Departments:—Glenny, Wain and Lawrence; Townsend, Knight, and Conner; Sherriff, Brown, Taylor, Ellarby, and Kirby.

SERVICES' ENTERTAINMENT FUND.

The following subscriptions to the above fund have been received by the Treasurer during the week ending January 14th, and are gratefully acknowledged:—

"Punch and Judy"	\$ 50.00
"A monthly subscriber"	5.00
J. M. Gordon	5.00
G. E. Stewart	10.00
A. O. L.	50.00
"A reader of the Hongkong Daily Press"	20.00
H. and S.B.C., Interest at 2 per cent.	14.77
Already acknowledged	408.00
Total	\$582.77

* Monthly subscription.
\$ Donation.
T. ROBINSON
(General Secretary)
F. G. B. HASTINGS, R.N.
(Naval Secretary)
C. L. COOPER-HUNT, C.F.
(Military Secretary and Treasurer).

Packs of cards are again required for distribution amongst the troops. They will be gratefully received by the Rev. C. L. Cooper-Hunt, C.F., Queen's Gardens, May Road.

"THE COURT CARDS."

The farewell season of "The Court Cards" will commence on Saturday night. Particular interest attaches to the re-appearance after a prolonged absence, of the old "Joker" of the pack—Edgar Warwick himself. It is also announced that five per cent. of the total receipts of the season are to be given to the Red Cross Fund, and full houses are anticipated. The booking is at Messrs. Montrose's.

INTIMATIONS

LANE, CRAWFORD

& COMPANY,

(ESTABLISHED 1850.)

(TELEPHONE 1741.)

GENTLEMEN'S OUTFITTING DEPT.

A CHOICE STOCK OF

DRESSING GOWNS

IN ALL SIZES.

VIYELLA PYJAMAS

IN ALL WEIGHTS.

READY-TO-WEAR TAILOR-MADE OVERCOATS

DENT'S HAND-KNITTED GLOVES
White \$2.50 Khaki \$2.00 per pair.

SILK AND WOOL SCARVES

From \$2.00 Each.

KNITTED WAISTCOATS

WITH AND WITHOUT SLEEVES.

LANE, CRAWFORD & CO.

[19]

K & E Co.

ENGINEERING INSTRUMENTS AND MATERIALS

Blue Print Paper,
Drawing Paper,
Profile Paper and Cloth,
Drawing Instruments,
Drawing Inks,
Drawing Tables,
Water Colours,
etc.

Engineers' and Architects' Levels,
Railroad and Mining Transits,
Range Finders,
Angle Mirrors,
Ranging Poles,
Levelling Rods,
Measuring Tapes and Chains,
etc.

Sole Agents.

Andersen, Meyer & Co., Ltd.,

Hotel Mansions. Telephone 1990.

[19]

Wm. Powell Ltd

TELEPHONE 346

OUR

ANNUAL CASH

SALE

NOW PROCEEDING.

Bargains in all Departments.

LADIES' SHOES.

Oddments and Samples.

At 60% reductions to clear.

NEW ADVERTISEMENTS



IT IS HEREBY NOTIFIED that, in connection with the laying of NEW WATER MAINS, on and after THURSDAY, the 17th instant, and until further notice, that portion of GARDEN ROAD extending along the south side of "The Albany," from Bowen Road to Peak Road, will be CLOSED to Wheeled Traffic.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 15th January, 1918. [1582]

NOTICE

A MEETING of the ST. GEORGE'S SOCIETY will be held on MONDAY, 25th January, at 5.30 P.M., in the Board Room of Messrs. JARDINE, MATHESON & Co. (kindly lent for the occasion).

BUSINESS

- (1) To pass the accounts for 1917.
- (2) To arrange for the celebration of St. George's Day, 1918.
- (3) To elect a Committee and Officers for 1918.

[1581]

DANCING TUITION.

SELECT Dancing Class WEDNESDAYS and FRIDAYS, 6 P.M. Gent's, \$10; Ladies, \$6 per month. Single Evening Lessons at a moderate fee.
MUSIC STORE,
42 Nathan Road, Kowloon.
PRIVATE LESSONS,
7, Durban Villas.
[1583]

WANTED.

MAN to take charge of SHIPPING DEPARTMENT—Handling Ship's papers, claims and transshipping. Good opportunity for first-class man familiar with this work. Address, in own handwriting, stating salary required, Box 151, Care of "Daily Press" Office. [1584]

CONCERT

AT THE
CITY HALL
(OLD CHAMBER OF COMMERCE ROOM),
ON FRIDAY, 18TH JANUARY,
AT 9.15 P.M.

GERARD ZALSMAN

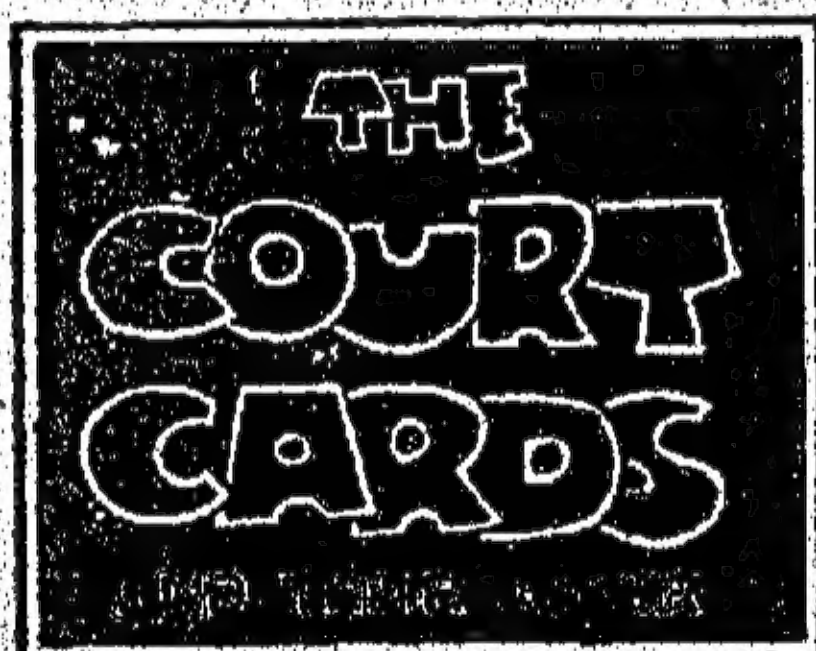
Assisted by Mr. GEO. GRIMBLE
and Local Amateurs.

Admission \$3.

Booking at MOUTRIE'S. [1585]

THEATRE ROYAL.

A GRAND SLAM.
SHORT SEASON.
FIRST DEAD.
SATURDAY, January 19th.
EDGAR WARWICK
announces the
FAREWELL OF YOUR OLD
FAVOURITES



A HAND FULL OF TRUMPS.
NEW PROGRAMME
ALL GOOD THINGS.
EDGAR WARWICK AS THE JOKER.
BOOKING AT MOUTRIE'S.
Prices \$3, \$2 & \$1.

Five per cent. of Gross Receipts will be Donated to the RED CROSS FUND. [1586]

THE WEST RIVER BRITISH STEAMSHIP COMPANY.

NOTICE IS HEREBY GIVEN that the above Company having CEASED to operate, the Steamers "LINTAN," "HANUI," "NANNING" and "SAINAN," all Creditors and others having any claims against the Company are required to send particulars thereof (a) in Hongkong to Messrs. BRYANT, JACKSON & SWIN, Hongkong; (b) in Canton to Messrs. DEANON & Co., Canton, in connection with business of the Company at that port; and (c) in connection with West River Ports to Messrs. JARDINE, MATHESON & Co., Ltd., Canton, and in every case before the Fifteenth day of February, 1918, after which date no claims can be recognized.
Hongkong, 14th January, 1918. [1589]

CANTON—C.M.S. GIRLS' BOARDING AND DAY SCHOOL.

ST. HILDA'S—East Parade Ground.
Principal—Miss RENDELAKE, M.A.
Dip. Ed.
School Re-opens January 16th, 1918.
Thorough English and Chinese education.
Fees moderate. [1589]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

FIFTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of \$24,000 were drawn on the Thirty-first day of October, 1917, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of the Director, ALFRED TURNER, one of the Directors, ALFRED WILLIAM BEAR, Secretary of the Company, and Messrs. ROBERT JARVALDE, of 18, Great Winchester Street, London, E.C.2, Notary Public.

The said Debentures will be paid off at par on the 31st December, 1917, at either of the following places:—
In London:—At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C.2.
In China:—At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:—
72 79 247 249 254 277

70 BONDS OF £100 EACH, NUMBERED:—
329 353 428 540 611 745

745 765 792 829 873 962
1178 1248 1255 1436 1482 1506
1674 1712 1715 1733 1769 1834
1873 1959 2004 2043 2090 2208
2103 2104 2120 2185 2175 2183
2189 2236 2286 2304 2429 2428
2579 2515 2523 2703 2703 2744
2800 2732 2780 2928 2908 2907
2978 2955 3194 3250 3261 3280
3330 3377 3398 3403 3404 3423
3501 3524 3537 3760

700 BONDS OF £20 EACH, NUMBERED:—
3514 3810 3831 3841 3853 4050

4114 4283 4312 4381 4429 4377
4430 4695 4683 4683 4679 4689
4693 4690 4834 4847 4856 4870
4947 4998 5032 5203 5308 5345
5452 5459 5401 5514 5524 5550
5593 5592 5618 5690 5701 5716
5837 5871 5876 5870 5885 5925
5 11 6127 6131 6251 6275 6354
6416 6471 6542 6595 6616 6722
6806 6820 6974 6937 6953 7067
7089 7230 7313 7314 7318 7329
7372 7581 7618 7714 7756 7785
7840 7877 7913 7918 7923 7986
7993 8054 8094 8232 8204 8307
8326 8341 8387 8421 8448 8511
8546 8596 8636 8644 8691 8707
8893 8905 8954 8982 9000 9103
9111 9118 9189 9275 9341 9350
9371 9419 9497 9506 9589 9580
9699 9716 9784 9880 9928 9954

9995 9991 10049 10136 10152 10154
10156 10217 10256 10260 10428 10459
10490 10511 10582 10706 10730 10778
10844 10855 10869 10919 10920 10951
11043 11094 11113 11183 11172 11174
11178 11228 11238 11257 11258 11286
11326 11330 11371 11277 11322 11331
11357 11365 11701 11848 11859 11924
11973 12003 12091 12160 12203 12220
12389 12394 12442 12461 12546 12550
12677 12681 12729 12854 12974 13017
13081 13093 13173 13177 13218 13230
13241 13279 13281 13292 13296 13294
13351 13331 13364 13384 14119 14181
14185 14209 14231 14239 14293 14304
14316 14336 14376 14440 14459 14539
14820 14838 14715 14725 14764 14812
14832 14871 14881 14904 14920 14921
14945 14962 14976 15018 15044 15071
15102 15223 15230 15231 15269 15438
15522 15532 15592 15686 15693 15723
15772 15799 15847 15893 16011 16020
16072 16093 16072 16072 16072 16072
16554 16573 16593 16692 16699 16756
16969 17045 17157 17292 17369 17393
17434 17449 17585 17620 17690 17693
18000 18011 18019 18090 18182 18296
18344 18353 18432 18427 18441 18460
18485 18493 18543 18555 18587 18684
18704 18800 18853 19004 19039 19164
19252 19260 19292 19303 19428 19424
19494 19537 19598 19609 19616 19614
19665 19673 19690 19692 19696 20048
20071 20101 20113 20243 20283 20448
20470 20512 20627 20596 20620 20646
20721 20729 20751 20780 21032 21125
21269 21341 21400 21405 21464 21475
21510 21534 21543 21550 21561 21646
21689 21677 21703 21790 21793 21793
21800 21890 21941 22044 22062 22103
22169 22201 22272 22277 22279 22301
22409 22438 22448 22447 22455 22489
22537 22592 22631 22632 22646 22646
22992 22990 22994 22992 22993 22999
23157 23188 23169 23205 23213 23280
23406 23449 23482 23492 23494 23931
23950 24030 24037 24159 24170 24198
24269 24296 24326 24399 24519 24824
24501 24569 24603 24604 24748 24806
24953 24963 24983 24987 24995 24920
25010 25033 25120 25143 25223 25239
25444 25441 25443 25440 25566 25621
25680 25698 25706 25692 25692 25692
25822 25830 25857 25873 25819 25819
25833 25857 25866 25818 25864 25878
25894 25898 25957 25974 25971 25981
27385 27428 27468 27490 27481 27503
27533 27592 27593 27647 27674 27741
27753 27797 27837 27892 27971 28003
28079 28163 28179 28261 28263 28275
28284 28273 28284 28318 28353 28701
28715 28745 28750 28757 28801 28824
28894 28903 28906 28971 29123 29157
29215 29306 29317 29347 29498 29514
29577 29829 30069 30068 30177 30190
30223 30241 30187 30269 30503 30576
30677 30646 30675 30683 30640 30650
30894 30898 30898 31208 31278 31349
31386 31471 31551 31605 31677 31797
31632 31639 31872 31880 32095 32137
32183 32236 32294 32358 32930 32710
32682 32666 32624 32658 32930 32710
32824 32936 32951 32963 32978 32990
33003 33019 33028 33063 33098 33100
33157 33184 33290 33299 33298 33290
33344 33383 33434 33577 33640 33653
33678 33687 33770 33885 33905 34047
34137 34167 34170 34295 34370 34410
34429 34426 34426 34451 34452 34568
34599 34586 34609 34622 34681 34714
34765 34774 34813 34825 34846 34852
35101 35119 35258 35259 35340 35353
35357 35363 35371 35391 35453 35459
35581 35618 35629 35733 35744 35806
35890 36077 36090 36400 36404 36406
36148 36238 36269 36269 36334 36429
36438 36517 36573 36627 36777 36789
36986 36990 36987 36993 36996 37136
37190 37181 37198 37249 37266 37270
37265 37267 37278 37284 37312 37378
37653 37683 37721 37736 37736 37736
37881 37926 37941 37951 38098 38156
38190 38197 38272 38277 38289 38290
38311 38320 38345 38347 38378 38377
38490 38526 38547 38543 38781 38804
38934 39164 39210 39231

The drawn Debentures, with Coupons Nos. 12 to 20 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.
Counter-signed:
N. E. JARVALDE,
Notary Public,
22, Austin Friars, London, E.C.2,
21st October, 1917. [1486]

NOTICE

HAVING adopted a sub-exchange system in this Office our TELEPHONE NUMBERS ARE ENTIRELY CHANGED, the New Numbers being 2570, 2571 and 2572.

MITSUI BUSSAN KAISHA, LTD.
[1501]

THE MALABON SUGAR COMPANY.

NOTICE IS HEREBY GIVEN that the SHARE and TRANSFER BOOKS of the above Company will be CLOSED from the 1st to the 15th day of February, 1918.

SMITH, BELL & Co., Ltd.
General Managers,
Manila, P.I., 7th January, 1918. [1514]

NOTICE

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 421 for Twenty Shares Nos. 12036/12035 in this Company registered in the name of WILLIAM ALEXANDER FARBOYS MARTIN has been LOST and if at the expiration of one month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company and thereafter no other or others will be acknowledged.

C. MONTAGUE EDE,
General Manager,
Hongkong, 1st January, 1918. [1481]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 20th January, 1918, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED on SATURDAY, 19th, to TUESDAY, 20th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
General Agents for the
West Point Building Co., Ltd.,
Hongkong, 11th January, 1918. [1507]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY MEETING of SHAREHOLDERS in the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 20th January, 1918, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1917.

THE REGISTER of SHARES of the Company will be CLOSED on SATURDAY, 19th, to TUESDAY, 20th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
THE HONGKONG CENTRAL ESTATE, LIMITED,
A SHELTON HOOVER,
Secretary to
THE GENERAL MANAGERS,
Hongkong, 11th January, 1918. [1508]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 20th January, 1918, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.

THE REGISTER of SHARES of the Company will be CLOSED on SATURDAY, 19th, to TUESDAY, 20th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A SHELTON HOOVER,
Secretary to
Hongkong, 11th January, 1918. [1509]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 20th January, 1918, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.

THE REGISTER of SHARES of the Company will be CLOSED on SATURDAY, 19th, to TUESDAY, 20th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
MOWBRAY & NORTHCOTE,
Secretary,
Hongkong, 11th January, 1918. [1510]

INTIMATION

We have just received

a consignment

of

LOWNEY'S

CHOCOLATES

in fancy boxes.

A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY

Telephone 16.

[15]

DEATHS.

CARMICHAEL—At the Victoria Nursing Home, Shanghai, on January 9th, ELIZABETH (Betty), beloved wife of W. V. CARMICHAEL, aged 32 years.

RUSSELL—At Portage la Prairie, Manitoba, Canada, on December 8th, SAMUEL MARCUS RUSSELL, M.A., late Imperial College, Peking, and Maritime Customs, China.

HONGKONG OFFICE: 101, TUNG SHAN, H.K.

The Daily Press.

HONGKONG 16TH JANUARY, 1918.

"THE FREEDOM OF THE SEAS."

In submitting his peace programme to Congress last week President Wilson completely dispelled the doubts which surrounded his previous references to "the freedom of the seas." It will be recalled that before America entered the war President Wilson declared himself in favour of "the universal association of nations to maintain inviolate the security of the highway of the seas for the common and unhindered use of all the nations of the world." This cryptic pronouncement was greeted with warm approval in Germany as an endorsement of her own views, though it may be doubted if anybody outside Germany regarded it in that light. The difficulty in apprehending the President's meaning arose from the fact that he did not enter into details or state whether he referred to times of peace or times of war. It was, however, hardly possible that he referred to times of peace, for only a German could contend that Great Britain has done anything, when not at war to interfere with the freedom of the seas. In point of fact, Great Britain has done more for the freedom of the seas than any other country in the world. She has thrown open her ports to the ships of all nations, and, unlike either the United States or Japan, has placed no restrictions on foreign vessels taking part in her coasting trade or in the coasting trade of those parts of the Empire over which she maintains control. Japanese steamers, for instance, are free to go from port to port in

India, carrying passengers and freight at rates lower than the British lines owing to their subsidies, though British ships are debarred from taking part in the coasting trade of Japan. The same privilege is enjoyed in peace by the mercantile marine of all other flags, and Germany profited by it all over the world. In the circumstances the conclusion appeared to be inevitable that President Wilson held the opinion that it was the duty of warships merely to fight the enemy's warships, and not to interfere with the enemy's seaborne commerce. This would be applying the principle of territorial waters to the high seas, and its only effect would be to prolong wars by enabling belligerents to obtain supplies from all parts of the world so long as they could pay for them. Even if munitions were classed as contraband it would imply the right of search. The only alternative would be an agreement between neutrals not to furnish belligerents with any supplies or accept from them any goods. This would amount to a boycott of belligerent nations, and, if rigidly enforced, would certainly prove very effective in shortening wars and even rendering them impossible. Obviously, however, such a scheme would be impracticable. The moral strength of a nation is commensurate with the moral strength of the individuals forming it, and it is to be feared that however cordially the agreement might be subscribed to in times of peace the temptation to break it would be irresistible in times of war. Moreover, there is the question of alliances to be considered. Could a Power in alliance with a belligerent, even if taking no part in the actual warfare, be expected to withhold every other form of assistance? We think not, especially if, as in the case of the Central European Powers, they were neighbours separated only by political barriers. Those were the considerations which made it difficult to understand President Wilson's early utterances on the subject. Now, however, he has made his meaning perfectly clear. "Though he asks for 'absolute freedom of navigation of the seas, outside territorial waters, alike in peace or war,' he adds the very important qualification: 'except as the seas may be closed wholly or partly by international action for the enforcement of international covenants.' In other words, 'a general association of nations must be formed, under a specific covenant, for the purpose of affording mutual guarantees for the political independence and territorial integrity of great and small States alike,' and this association must be prepared to employ force in order to command respect for its decisions. Great Britain, which does not covet any other nation's territory and went to war in defence of the treaty guaranteeing the neutrality of Belgium, has shown that she concurs cordially in the proposal. Germany, on the other hand, may be expected strongly to dissent from any such interpretation of her favourite phrase 'the freedom of the seas.' Her object, of course, is to secure the removal of the great obstacle which has lain between her and world dominion and that will not be secured by the substitution of an International naval force for the British Fleet.

H.E. the Governor will distribute the prizes at Queen's College on Wednesday, February 6th, at noon.
Miss Iris May will distribute the prizes at the Bellios Public School on Friday, February 1st, at noon.
The St. George's Society of Hongkong will meet on the 25th inst. to arrange for the celebration of the patronal festival this year.
We are informed that the amount realized at the Charity Football matches on Boxing Day was \$255, and this has been paid into the War Charity Funds.
It is announced that that portion of Garden Road which extends along the south side of "The Albany" from Bowen Road to Peak Road will be closed to wheeled traffic on and after to-morrow.
A concert will be given on Friday, the 18th instant, by Mr. Gerard Zalsman in the old Chamber of Commerce room, assisted by Mr. George Grimbles and other local talent. Mr. Zalsman is an excellent harpist and will be heard on Friday in English and French songs. He is a fine lieder singer and delighted large audiences at Home. The booking is at Moutrie's.

The registration of Chinese servants is being given a trial in the French Concession, Tientsin. It is hoped that the authorities in the other Concessions will follow the example.
As anticipated, the Hon. Mr. H. E. Pollock, K.C., has been re-elected without opposition as the representative of the Justices of the Peace on the Legislative Council for a further period of three years.
Professor Wright will continue his lectures at the Helena May Institute next Friday at 5.30 p.m., dealing with Wordsworth and Coleridge. Attention is drawn to the change of hour. These lectures are open to members and their friends.
A New York telegram to Japan, dated January 3rd, states that the *Shingo Maru*, a steamer of nearly 8,000 tons, belonging to the Kishimoto S. N. Co., which left San Francisco on December 28th for Japan, has reported by wireless that a fire has broken out in her hold and that she is racing for a Pacific Port. A man-of-war is hastening to her aid.

A telegram received from London by Messrs. Dodwell & Company, Ltd., advises the death, on the 5th instant, of Mr. T. M. Dwyer, at the age of 72, who came to China in 1878 to join the late firm of Adamson, Bell & Co. at Foochow, afterwards being connected with Dodwell, Carrill & Co., and lately with Dodwell & Co., Ltd., of which Company he was a Director from its inception till the end of last year, when he resigned owing to failing health.
At an examination in Home Nursing, held recently, under the auspices of the St. John Ambulance Association, the following were successful:—Miss W. Wilkinson, Awarded Nursing Pendant (2nd Nursing Examination), Mrs. Eva G. Davidson, Miss Helen Hastings, Miss Annie M. Hayward, Miss Grace Main and Mrs. Alice Pierpoint. The candidates were instructed by Mrs. Tisdall, who acted as Honorary Lecturer. Dr. W. V. M. Koch was the Honorary Examiner.

The wife of the caretaker of the Wesleyan Methodist Chapel, at West Point has reported to the Police that, while she was sitting in the servants' quarters alone on Monday night, three men forced open the door and entered. They enquired whether her husband was in, and on being told that he was not, asked her to lend them a pen to write a *chit* to him. When she rose to comply with their request, they set upon her, and, having bound and gagged her with a piece of cloth, they opened three trunks and stole clothing and money to the value of \$21.
A dinner was held last evening in the Hongkong Hotel in connection with the Cathedral Branch of the Church of England Men's Society, when 60 members and friends of the Society assembled. The Bishop of Victoria presided and there were present Commander Myburgh, Dr. Earle, L. L. Pearce, Souter, Lovely, Green, Marley, Atwell and Beard, Professors Hinton and Warren, the Revs. Mcyle, Stewart, Griffith, Shann, Featherstone and Upsell,

THE WAR.

SIR A. GEDDES ON GREAT BRITAIN'S WAR EFFORT.

FURTHER COMBING OUT NECESSARY.

SUCCESSFUL AIR RAID ON GERMANY.

M. CAILLAUX IMPRISONED.

GERMANY'S 1919 CLASS IN THE FIELD.

FIGHTING IN RUSSIA.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GREAT BRITAIN'S MAN-POWER.

THE EMPIRE'S CONTRIBUTION TO THE ALLIED FORCES.

LONDON, January 14th.

In the House of Commons, Sir Auckland Geddes, Minister of National Service, made an important statement reviewing the whole question of manpower, which he declared was the central problem of the war. Every day Great Britain's fighting force was becoming more important to the Allies. We must prepare to play a larger part on the battlefield until America was ready, but not at the expense of vital national industries, nor regardless of the Navy and food.

He announced that the Government had decided that at present the military age should neither be lowered nor raised and compulsion should not be introduced in Ireland, but they would not hesitate to adopt any or all of these measures if the military needs could not be met otherwise.

ALL-IMPORTANCE OF THE NAVY.
Sir Auckland Geddes emphasised the all-importance of the Navy. "We have trodden," he said, "some strange paths with little profit since 1914. Let us return to the faith of our forefathers and recognise that, on the sea and by the sea, we live."

NEARLY A MILLION ADDITIONAL GERMAN TROOPS FOR THE WEST.

The Government had examined the entire question of the strength, character and composition of the forces of our allies and our enemies in the light of the situation in Russia. The result of the inactivity of Russia would be that 950,000 additional German troops would be available for the Western Front and several Austro-Hungarian Divisions for the Italian Front. Taking everything into consideration the Russian defection would possibly mean that 1,600,000 Austro-German troops would be available for elsewhere.

Nevertheless, the resources of the Allies were sufficient to assure victory. Nothing but a psychological catastrophe in one or other of the Allied countries could save the Central Powers.

CARELESSNESS OF HUMAN LIFE.
The Government had most carefully considered the question of casualties, and had determined that carelessness as regards human life should be stamped out everywhere. He was not accusing any Admiral or General of recklessness, but simply laying down an essential general principle.

STRENGTH OF BRITISH ARMY AND NAVY.

Before asking the House to consider the demands for more men, he wished to show what the British League of Nations had done. In August, 1914, the personnel of the Navy was 180,000, and that of the Regular Army, including the Reserves, 450,000, and the Territorials a quarter of a million. Now the personnel of the Navy was 400,000, and the Army four million.

The Air Service strength in 1914 was 3,000; to-day it was 125,000. However, to the above figures must be added the

230 killed, died, missing, prisoners, and discharged. Taking everything into consideration the effort of the British nations under the heading "provision of men for the armed forces of the Crown" amounted to not far below 7,500,000 men.

THE COLONIAL CONTRIBUTION.

England had contributed 4,630,000, Scotland 620,000, Wales 290,000, Ireland 170,000, and the Dominions and Colonies 900,000. The remaining million was composed of native fighters, the Labour Corps, carriers, etc., which represented the splendid contribution by India and various African and other dependencies, but even these figures failed to indicate our total effort, for they took no account of the manufacture of munitions, ships, (Naval and mercantile), aircraft, the increased production of food, iron ore, oil, and supplies of all kinds which was furnished to the Allies.

OUR ARMIES MUST BE MAINTAINED.

If this effort was to be carried on and sacrifices not made in vain, our Armies must be maintained throughout 1918. Their demands could be met from two sources—firstly, from the reserves at Home and abroad; and, secondly, from the men remaining in civil life. Even after the readjusting of the Home armies to enable the greatest possible proportion to be sent abroad, it would still be necessary to raise 450,000 from the men in civil life. This was absolutely the minimum requirement.

NO LOWERING OF AGE-LIMIT.

He declared that the lowering of the military age, except as a last resort, was contrary to our natural instincts and, economically, unsound. The Government felt very strongly it would be contrary to the national interests to raise the age limit whilst there were large numbers of fit youths, civilly employed, who could be released without seriously endangering essential work. The Government was satisfied that the reasons which led to the exclusion of Ireland from the Military Service Act had lost none of their cogency.

COMBING OUT THE YOUTHS.

The Cabinet was determined to make available, militarily, a very large number of youths engaged in essential industries, replacing them with women and ex-soldiers. This would leave in civil life a large reserve of men of over 41 which our enemies would not possess and which could be thrown into the scale, if necessary.

A WARNING TO YOUTHFUL WORKERS AND PACIFISTS.

The pacifists were now attempting to stir up strife in munition works among youths engaged in vital industries, threatening to hold up the output of ships and aeroplanes in order to force the Government to exempt them. This would mean the sending of wounded and older men to the front and limiting or stopping soldiers' leave. If the threat was carried out, the youths would meet a blast of hatred and contempt, which would surprise them.

EXEMPTION AND PROTECTION CERTIFICATES.

The main object of the proposals was to secure equality in sacrifice as far as was practicable. The Bill, which would now be introduced, provided for the

abolition of the two months' exemption granted to men leaving certified occupations. The effect of this would be that such men would join the Army more rapidly and more numerously than hitherto. The Bill also empowered the withdrawal of certificates of exemption granted, on occupational grounds, to a large number of men who are at present holding such certificates and who are engaged on work practically of no national importance.

After mentioning that over a million men held protection certificates, which would presently be cancelled, Sir Auckland Geddes proceeded to explain that only men fit for general service would be taken from the vital industries, and the number required would be secured by a clean cut, determined on the age basis, for each particular occupation.

THE VITAL PROBLEM OF SHIPPING.

Shipping was a vital problem. Every ton built, or saved from submergence, or economized by substituting Home production for imports meant a ton available to bring the American forces into the field. Our enemies were staking everything upon our failure to solve this problem. Our success in solving it meant certain victory.

NATIONAL WORK OR INTERNMENT FOR ENEMY ALIENS.

Aliens would not henceforth be employed in certain restricted occupations of an unessential character without a permit, and uninterned enemy aliens, if at all, must work for the nation or be interned. Arrangements were being made for extension of the employment of school boys, of whom 4,000 were successfully used last season, with the Boy Scouts, for harvesting and cleaning land.

WOMEN MUNITION WORKERS.

Women munition workers, including Admiralty workers, numbered nearly 818,000 at the end of last year, compared with 227,000 in 1914. Still more women of all classes were necessary.

Sir A. Geddes expressed his thanks to the Military Authorities of the New Zealand, South African, and Newfoundland contingents who consented to grant furlough to skilled agriculturists for work on the land. Their timely help, coming at a critical period in the agricultural cycle, had been greatly appreciated.

THIRTEEN STANDARD SHIPS DELIVERED.

ONE SUNK.

LONDON, January 14th.

In the House of Commons Sir Leo Chiozza Money stated that up to the 21st ultimo thirteen standard ships were delivered and one was sunk.

PETROLEUM BILL DROPPED. SPECIAL LEGISLATION REQUIRED.

LONDON, January 14th.

Mr. Bonar Law announced in the House of Commons that the Petroleum Bill, tabled on the 23rd October last, was dropped because the necessary action could not be taken without a special legislation.

AMERICAN STEAMSHIP RAMMED.

NEW YORK, January 15th.

The steamship *Texas*, with a cargo of nitrates for European ports, was wireless that she has been rammed and is sinking. Her crew of 43 have taken to the boats.

M. CAILLAUX IN PRISON.

PARIS, January 15th.

M. Caillaux has arrived and been lodged in the Baye prison. This has created a sensation. The *Intransigent* states that the authorities found incriminating documents, compelling his arrest forthwith.

EARLIER CABLES.

PARIS, January 14th.

M. Caillaux has arrived. **DIRECTOR-GENERAL OF ARMY MEDICAL SERVICES.**

LONDON, January 14th.

The War Office announced that Sir Alfred Keogh is resuming duties as General Executive Officer to the Imperial College of Science and Technology. Colonel T. H. Goodwin will succeed him as Acting Director-General of the Army Medical Services.

LATEST CABLES.

AFFAIRS IN RUSSIA. SOCIAL REVOLUTIONARIES DENOUNCE BOLSHIEVICS.

PETROGRAD, January 14th.

The Social Revolutionaries of the Constituent Assembly have issued a manifesto bitterly denouncing the Bolsheviki as bringing the country on the verge of a new and overwhelming war, and declaring that the restoration of peace was of paramount importance, but only the Constituent Assembly would be able to achieve it. The army should be reformed on the voluntary basis. The nationalisation of land without compensation was favoured, also the nationalisation of mines, private railways and State control of industry, with the widest participation to the working classes in them.

EARLIER CABLES.

OLD GOVERNMENT LOANS CANCELLED.

PETROGRAD, January 14th.

The Superior Council of National Property has drafted a decree cancelling all National Loans issued by the Imperial and Bourgeois Governments, and all domestic Loans, the stock of which is held by foreigners, are cancelled unreservedly.

Only short-term Loans of the National Treasury are considered valid.

COSSACKS ENGAGE THE BOLSHIEVICS.

PETROGRAD, January 14th.

A despatch says that Rostoff station at Debatsovo, on the Ekaterinlav Railway, has thrice changed hands. On Thursday night, the Cossacks, learning from a despatch from Luganskaya that considerable Bolshevik reinforcements with artillery had left the station, took up a position near the railway awaiting their own reinforcements from Mariupol. Fighting was renewed on Friday morning. The Bolsheviks advanced somewhat in the direction of Togaurog. During Friday, a strong force of Donetz and Kadan Cossacks traversed Togaurog, going northwards.

It is stated that General Kaledin has also gone northwards.

A despatch from Ufa states that Bolshevik artillery has arrived in the town.

BOLSHIEVICK TROOPS SEIZE BANKS.

Bands of Bolsheviks seized all the banks and Government buildings. The Bolsheviks are sending considerable forces with artillery to Cheliabinsk, where serious fighting is anticipated.

SECOND UKRAINIAN REGIMENT DISARMED.

PETROGRAD, January 14th.

A newspaper despatch from Kharkoff says the Maximalists have disarmed the Second Ukrainian Regiment after surrounding the barracks with armoured cars and machine guns, which opened fire. The Ukrainians surrendered with 7,000 rifles and thirteen machine-guns. The Commander of the regiment was arrested.

CAPITALISTS ARRESTED AT PETROGRAD.

Searches and arrests continue in the town. Twelve capitalists have been arrested, including a newspaper proprietor. They were required to donate a million rubles for the unemployed. They deposited the money conditionally and it was disbursed by the Municipality. The Maximalists are disgruntled and those arrested have not been released.

INTERNECINE STRIFE EXPECTED.

PETROGRAD, January 14th.

A recrudescence of internecine strife is expected in the capital, owing to the believed Bolshevik intention to declare the forthcoming Congress of Soviets as a National Convention in lieu of a Constituent Assembly. It is a significant fact that two cruiser-destructors have arrived for which the ice channel was specially broken.

The Social Revolutionaries, including Madame Brashkovskaya, and also the Committee of the first All-Russian Soviets, are vigorously urging the citizens, particularly the working classes and the Army, to organise to defend the Assembly by force.

HUNGER-RIOTING IN MOSCOW.

PETROGRAD, January 14th.

Hunger-rioting has occurred in the Kolomoj government of Moscow, the crowd demanding the disarming of the Red Guard and the handing over of authority to the Municipality. Twelve people are reported killed and 120 wounded.

UNEMPLOYED SOLDIERS.

Unemployed soldiers in Petrograd are going backwards and forwards between the provinces seeking food, fuel and shelter, which they sell in Petrograd at exorbitant prices. Soldiers take possession of the railway carriages, hanging on the steps and lying on the roofs of the carriages.

There have been many fatal accidents and deaths from the cold. It has become almost impossible for ordinary passengers to travel. They sometimes have to wait for days and nights at the stations.

IMPORTANT GERMAN CONFERENCE.

FOREIGN MINISTER TO REPLY TO THE ENTENTE.

AMSTERDAM, January 14th.

The Berlin Press says that important conferences between the High Command and politicians were inaugurated on the 13th instant, when the Kaiser received the Crown Prince, and Marshal Hindenburg and General Ludendorff conferred with numerous political leaders. There was also a most important discussion between the High Command and Count Hertling on the 13th. These conferences form the basis of a discussion with the Kaiser on the 14th instant.

Count Hertling speaks on domestic policy on Tuesday and replies to the Entente statesmen on Wednesday.

Two Munich papers, commenting on President Wilson, declare that he has cleverly seized on the acute differences prevailing in Germany on the question of peace in order to shake confidence in her policy. The state of indecisible confusion in the direction of the policy must be ended. Count Hertling must immediately reply to President Wilson and prove to him that Germany does not resemble a South American State, where policy is announced through military pronouncements.

THE SCANDINAVIAN CONVOY FINDING OF COURT OF ENQUIRY.

LONDON, January 14th.

In the House of Commons, Sir Eric Geddes stated that the Admiralty had confirmed the finding of the Court of Enquiry, that the escorting vessels did their best to protect the Scandinavian convoy, which was sunk on the 17th ultimo.

The escort fought in a proper and seamanlike manner, and covering the forces took all possible steps to come to their assistance and prevent the escape of the enemy.

The Board was of opinion that the circumstances preventing the covering forces arriving in time were unpreventable, and Admiral Beatty's dispositions were the best possible with the available forces.

THIS YEAR'S RUBBER PRODUCTION.

REDUCTION OF TWENTY PER CENT. AGREED.

LONDON, January 14th.

The Times says it is understood that a good many rubber companies have agreed to the Rubber Association's proposal to restrict the production in 1918 to a figure representing a reduction of twenty per cent. on the 1917 crop. The proposal, therefore, seems likely to be generally adopted.

FINE CHINA TEA.

LARGE STOCKS IN LONDON.

LONDON, January 14th.

A firm of wholesale tea merchants states that a million pounds of fine China tea is at present idle in dealers' hands as, owing to the reduction in retail price, it can only be sold at considerable loss. They suggest that it should be used to relieve the pressure on the cheaper sorts of tea.

ADMIRALTY CHANGES. DETAILS OF THE NEW REFORMS.

LONDON, January 14th.

It is officially explained that the Board of Admiralty is now divided into two heads, namely, Operations and Maintenance. In the case of the former the principle of isolating the work of planning and directing war operations from all other work, in order that it may receive the entire attention of officers, is carried a step further.

The First Sea Lord, Admiral Wemyss; the Deputy-Chief of the Naval Staff, Rear-Admiral Fremantle; and the Assistant Chief of the Naval Staff, Rear-Admiral Duff, have been relieved from dealing with any questions not directly connected with the war.

A great mass of important "paper work" and administrative detail will be diverted to the Deputy First Sea Lord, Rear-Admiral Hope.

Admiral Wemyss will have two Directors immediately under him, namely, the Director of the Intelligence Division, Rear-Admiral Hall, and the Director of Training and Staff Duties, Rear-Admiral Lay. Rear-Admirals Fremantle and Duff will each be assisted by four Directors. The former will deal exclusively with the planning and direction of operations in the main sphere of naval activity, and the latter with trade protection and anti-submarine operations.

Franco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SNOW POSTPONES GERMANY'S OFFENSIVE. ENEMY'S 1919 CLASS IN THE FIELD.

LONDON, January 14th.

Reuter's Correspondent at British Headquarters states:—Heavy snow has again fallen and postponed indefinitely the much-advertised German offensive.

The Germans are using a lighter type of flame-throwers, not requiring several operators. The enemy, by searchlights and fireworks, are constantly seeking to locate our tanks.

Drafts of Germany's 1919 class are now appearing opposite the British front.

We recently captured two improved field howitzers with a maximum range of 11,000 yards. A captured document records an instance where only 9 out of 24 field howitzers survived our bombardment.

THE BRITISH FRONT. EARLIER CABLES.

GOOD WORK BY CANADIANS.

LONDON, January 14th.

Field-Marshal Sir Douglas Haig reports:—The Canadians, last night, successfully raided to the north of Lens, and brought back prisoners. Patrol encounters to the east of Mericourt resulted favourably.

LATEST CABLES.

FRENCH FRONT.

LIVELY ARTILLERY FIRING.

PARIS, January 14th.

A communiqué states:—There was lively artillery firing in Champagne, on the right of the Meuse, especially north of Louvemont, where our batteries caught enemy assemblages.

EARLIER CABLES.

ENEMY HURLED BACK.

PARIS, January 14th.

A communiqué says:—Accurate fire dispersed enemy detachments trying to reach our lines in the sector of Goose Hill, on the left bank of the Meuse.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

AIR RAIDS INTO ENEMY COUNTRY.

BRITISH AVIATORS' GOOD WORK.

LONDON, January 14th.

Sir Douglas Haig reports:—The enemy raided a post south-eastward of Arras. A few of our men are missing. Hostile artillery has been active in the Saint Julien area, and south-eastward of Hargicourt.

Aeroplane carried out bombing and machine-gunning incessantly on Sunday. They dropped four hundred bombs on a large ammunition dump near Boulers and on billets and huts at the railway junction. Machine-guns attacked a party of the enemy engaged in extinguishing a large fire causing casualties. The men scattered, and the fire was left to burn itself out.

Eight hostile machines were brought down and three were driven down. Three of ours are missing.

There was better weather to-day and our squadrons carried out a most successful raid on Germany at daylight against the railway-station and munition factories in Karlsruhe and in the Rhine valley. They dropped one-and-a-quarter tons of bombs with excellent results. Burns were observed among the buildings, sidings on the main railway junction, in the centre of the town, railway workshops and a smaller junction at Karlsruhe. Photographs confirm the large fire in the factories alongside the railway.

Anti-aircraft fire was very heavy. Several hostile machines unsuccessfully attacked our formation.

All our machines reached their objectives and returned safely.

EARLIER CABLES.

NAVAL AEROPLANES ACTIVE.

LONDON, January 14th.

The Admiralty reports:—Yesterday afternoon our aircraft bombed the Engel dump. Burns were observed among the sheds, a direct hit was obtained and a cloud of smoke was observed. All our machines returned.

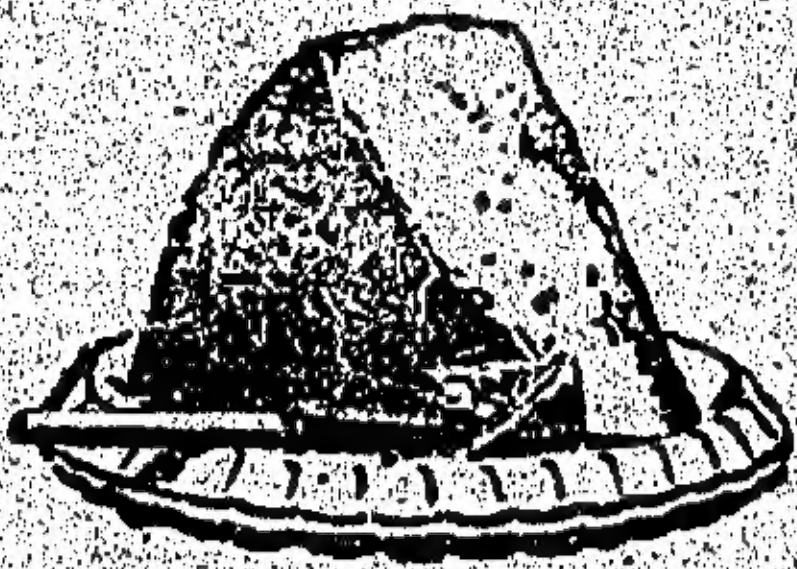
Variety of uses.

The uses to which **LEA & PERRINS' SAUCE** can be put, are innumerable.

At Luncheon, Dinner or Supper, it is the ideal sauce for **Roast Meats, Fish, Game, Cheese, Salad, etc.**

In the Kitchen, it is indispensable to the cook for flavouring **Soups, Stews, Gravies, Minced Meat, etc.**

In India, a favourite "Pick me up" is **LEA & PERRINS' Sauce with Soda-water.**



Lea & Perrins

The Original & Genuine
WORCESTERSHIRE

PROMPT SHIPMENTS ON STEEL

Your cables, inquiries receive prompt attention, from experts supported by a company able to supply all kinds of steel or iron. Detailed and specific inquiries bring prompt and complete quotations.

STEEL PRODUCTS

Unfinished Steel
Structural Steel
Steel Rails
Concrete Reinforcement
Steel
Steel Disc with Roller Bevel
Wire Rods
Wire and Wire Products
Galvanized Market and Stone
Wire
Bar Iron
Steel Products
Tin Plate and Tame Plate
Tubular Products
Roller Tubes
Tool Steel and Special Steel
Cold Drawn Steel

METAL PRODUCTS

Aluminum, Tin, Copper,
Lead, Zinc, Spelter, Anti-
mony, Nickel, Platinum.
METAL ALLOYS
Brass
Bronze
Phosphor Bronze
German Silver
Special Alloys
Red Sheet Wire Tubing
Castings
Forging and Die Casting
Specialties
Bare and Insulated Wire and
Cable Screw Machine Pro-
ducts
Sawing Specialties
FERRO ALLOYS

Owing to the unsettled conditions of the world and constant price changes, we suggest that you **CABLE** your inquiries.

VULCAN STEEL PRODUCTS COMPANY

120 Broadway, New York, U. S. A.
Cable Address: "VULTRACO"
A. L. BOUET, Representative,
Hong Kong Hotel, Hong Kong, China.

VULCAN STEEL PRODUCTS CO. 120 BROADWAY, NEW YORK, U.S.A.

INDUSTRIAL UNREST. AFTER-WAR PROBLEMS GOVERNMENT ACTION.

In the House of Lords, recently, the Marquis of Salisbury called attention to the reports of the Commissions of Inquiry into industrial unrest, and moved for papers. The principal impression left on the mind of any candid reader of the reports was one of distrust. The Commissioners reported that in almost all respects there was a feeling of distrust of employers, of the Government, of Parliament, of the trade union officials, of the whole social system. That attitude of distrust had a direct effect on the position the workers occupied with regard to burning questions of the moment. For example, there was the dread they felt that what were called pre-war conditions would not be restored according to the pledges of the Government. It was probably true that pre-war conditions could not be restored in their integrity, but the late Government had pledged themselves up to the hilt to restore these conditions. That was a very difficult and odious situation for the Government. There was nothing to be done except to appeal to the working classes, to throw themselves on their mercy, and to beg them to co-operate in finding a solution of the difficulty. The governing classes hitherto had been inclined to regard the working class as at times a sort of dangerous animal of enormous strength and great potential violence, which it was necessary to be very civil to but never to trust. (Hear, hear.)

That was a profound mistake, and it was fraught with the greatest danger to our country. How ought the situation to be dealt with. In the first place they must get rid altogether of the want of confidence with which the working classes had been treated in the past. (Hear, hear.) They must be prepared to tell them the truth—always the truth. If, for example, they found that honours were being improperly bestowed they must not scruple to give the right name to the transaction. (Hear, hear.) Then they must appeal to the sense of duty of the workers, and not always to their pockets. Also they ought in all respect to take the working classes into partnership, not merely nationally, but industrially, and, lastly, they must show that they had the interests of the working classes at heart.

In the matter of education he would not suggest that should be put forward now, but an urgent question was that of housing. There was the permanent housing policy of this country which required to be taken in hand immediately on the conclusion of the war. Then there was what might be called the super-urgent question of housing in industrial districts, particularly those inhabited by munition workers. He did not belong to a party which had ever preached the gospel of wealth. That might be a new party, but he was content with the old party, which had no respect for persons as between rich and poor, but wanted justice for all. The working classes were working out their own salvation, and he hoped that in the long run the good sense of the people would prevail. Whatever happened, his party intended to trust the people, and he believed they would return the trust. (Cheers.)

The Archbishop of York, while agreeing that the elements of unrest in the world of labour were formidable, thought it surprising, not that there had been so much discontent and unrest at the present time, but that there had been so little. (Hear, hear.) That to his mind was especially so considering the position in which the vast majority of workers were placed, and the many ways they had been severely tried. They had found that the high wages received were more or less absorbed by the high prices they had to pay for the needs of life—an increase which had been largely caused by profiteering. They had been harassed and harried by the confusion caused by recruiting and medical examination. Above all, they had been annoyed and irritated by the constant confusion between Government departments and the consequent delay in the settlement of many important and pressing questions. The working class had submitted to the suspension of regulations which they prized and valued as the result of great sacrifices. When the war was over there would be, and rightly be, a demand for the workers of all classes that the pre-war conditions should not be reverted to, but a new departure made.

CAUSES OF UNREST

The causes of unrest were many, but he would only refer to two. The first obviously was the unequal distribution of the rewards of industry, as shown by the contrast between the accumulation of wealth in the hands of a few and the position of the vast majority of intelligent working men—a position raised but little above the margin of poverty. The second main cause was the dehumanization of industry. The working man felt that there was no place for his free personality in the system under which he worked, but that, in spite of all improvements and trade activities, he was only part of a great machine and liable to be scrapped like the machinery he worked upon. The time had come when the employers must recognize that if they were to have harmony they must take their workmen more fully into their confidence.

The real centre of the situation was that the time had come for a new stage in the industrial development of the

country. The restoration of union regulations was a question which bristled with difficulties. The Government was under the most solemn pledge to restore them, and the only way out of the difficulty was that any modification of these former regulations should take place by consent of the trade unions themselves. He saw no way by which that consent could be obtained without giving rise to great suspicion and misunderstanding except through the action of just such point national industrial councils as the Whiteley report had recommended. The first steps must come from the masters. All the reports said that what mattered was not a new scheme but a new spirit, a spirit in which the master motive of industry would not be either the making of profits or the earning of wages, but service to the community. (Cheers.)

Lord St. David believed that the suspicion about excess profits was at the bottom of half the unrest of the present time. The statement that capitalists were gaining by this was not true. Investment companies had lost very greatly. The capitalist class were really very heavy sufferers. Some traders had won, and these were those that the working man saw at his door. The profits of farmers had been very great indeed. The Government ought to take the whole of the excess profits. Would it not be wise for the Government to say now that no man should gain by the war; that, in future, if a man made £100 a year additional by the war the Government would take it all; and, in cases where great fortunes had been piled up, that before a general tax is levied on other people the whole of the wealth made directly by profiteering would be taken for the benefit of the State?

Lord Bessford said most of the present unrest was produced by the idea that certain people had made immense fortunes out of the war, and that it was based on profiteering. After the war there would be 8,000,000 people to be absorbed who were now receiving wages from the State, and unless great care were taken there might be appalling trouble. There must be no question of the workhouse or charity, or benevolent institutions, for these people. It must be the business of the State to see to proper organisation for their absorption.

UNANIMITY OF THE NATION

Viscount Milner said the question was one of the highest national interest. With insignificant exceptions there had been unprecedented unanimity among all classes of the community in the greatest trials and in the face of the greatest danger which had ever confronted this nation. Nothing but that unanimity had enabled them to achieve what had been achieved, and so long as the national unity was not broken nothing whatever could bring us down. Therefore, the consideration of any of these causes of unrest, which might affect the national unity to a serious extent, must always be foremost in all considerations. The House would expect from him some account of what had actually been done, and what the Government were trying to do to meet the special causes of industrial unrest to which attention had been called by the Commissioners in their reports. He thought those reports formed some of the most valuable documents received in recent times with regard to social conditions throughout the country. The Commission was appointed on June 12th, and the reports of eight sub-committees were presented on July 17th, together with a very useful summary, calling attention to the principal points. There were eight principal points brought out in that summary—points of very different degrees of importance. Some of them were far-reaching and fundamental, whilst others were rather local. Of those eight there were five of a more limited and, at the same time, of a much more definite character than the other three. He would take the minor points first. It was pointed out that the 21 a week maximum pay ought to be raised. That had been done by means of the Workmen's Compensation Act. The grievance of skilled workers who were receiving lower wages than some newcomers because they were not on piece-work had been met to a large extent by the recent action of the Ministry of Munitions. The order affected between 200,000 and 300,000 workers, and the cost to the State of that single change amounted to between £5,000,000 and £6,000,000. It was not the figure so much as the fact that the Government had taken this step of their own initiative—certainly not under pressure—and because they believed it to be just. A third recommendation was that pensions committees should have a larger discretion in their treatment of men discharged from the Army, and under the Royal Warrant of March 20th a much wider discretion was given. Up to the date of that warrant the number of rejections averaged 2,000 a month. Since then it was ninety-seven a month. (Hear, hear.) Fourthly, there was a recommendation that agricultural wages should be raised to a minimum of 4s. and the Food Production Act had already given effect to that recommendation.

Then there were the bigger questions of food prices, housing, and industrial councils. Housing was the one which they had the least good cause. Housing after the war was one of the big branches of the vast subject of reconstruction. Considerable progress had been made, and there was no want of hard work or thought in connection with the subject. There was also the question of what could only be in the nature of a temporary palliative. The housing question had become more urgent during the war, and a big programme was required, but it must be an after-the-war programme. But as regarded the measures required immediately in order to meet the gross congestion which existed in certain localities where munition workers congregated, something must be done at once, and if it was not being done as fast as it ought to be somebody was to blame. (Hear, hear.)

FOOD PRICES

Regarding food prices, while a great deal remained to be done and always would, yet great credit was due to the Food Controller and his predecessor for what had already been done. Obviously high prices in time of war, when there was scarcity, were inevitable, but they might reach a point which was really dangerous. It was because the Government had the conviction that the price of the greatest necessities of life had risen to an almost unendurable pitch that they took the drastic step of fixing the price of the 4lb. loaf at 9d., and taking upon themselves the pecuniary burden. That had stopped the rise in the price of bread, and the measures taken by the Food Controller regarding the wholesale prices of meat had also had the effect of lowering the price to the consumer. A table he had prepared showed that there had been a steady rise in the price of food since the war began. It was a considerable but not very startling rise in 1918, but in 1919 the rise was much more marked, and for the first six months of 1917 it became really terrifying, no doubt largely in consequence of the submarine campaign. Taking the bulk of the articles of general consumption together, there was a rise on July 1st, 1917, of 184 per cent. on pre-war prices. On Sept. 1st, 1917, they had risen 105.6 per cent. That was about the time the Government interfered. By Oct. 1st, the percentage of increase had gone down to 77.3. That was the first time since the war began that the prices of essential articles had, as a whole, shown a tendency to go back. While he did not wish to be too sanguine, he thought they might succeed in holding the prices at stopping excessive rises in articles of the most vital importance. He was convinced that so far as unrest was concerned, while the dearth of food was a very important factor, the belief that the dearth of food was due to some manipulation for profiteering was doing a great deal more harm. (Hear, hear.) It was for that reason that he attached the greatest importance to the ceaseless efforts of the Food Controller to stop unjust and excessive profits out of distribution. The Government were succeeding in getting distribution more even. The steps taken in regard to sugar registration would be useful, not only in securing better distribution of that article, but also as a guide for the distribution of other articles.

The Whiteley Report came to the Government as a confidential document some time in March. It was not fully considered by the War Cabinet till June. It then met with their unanimous approval, and they studied it with very high hopes as to the effect which might result from the adoption of the system recommended. A new department was constituted and set to work to get industrial councils established as quickly as possible in the various trades. It was the intention of the Ministry of Labour to approach the employers in certain trades which were ripe for this system, and to cover as large a portion of the field as quickly as possible.

He desired to associate himself with what had been said by the Archbishop of York regarding the real aspirations of the working classes, and his hope that on the lines they were now proceeding they might find a way to fulfil those aspirations as far as they could be fulfilled. Immense difficulties beset them, and they had a tremendous task before them, but he believed if that task was tackled in the right spirit on both sides, a great deal which at first sight appeared impossible might be accomplished. Many things had happened during the war of a most disquieting and alarming nature. There were plenty of mischief-makers, who used their disputes and their legitimate grievances to hamper their country in the conduct of the war, but the great majority of our fellow-countrymen were patriotic at heart. The industrial classes were as patriotic as any other class. When the point was reached at which it became apparent to them that the continuance of an industrial struggle would imperil the safety of the country, their prejudices and even their legitimate grievances were thrown aside. They had done it every time, and he believed they would do it to the end of the struggle. The only thing they then remembered was that they were Englishmen, and at a time of the greatest peril that England had ever known they were going to stand by their country.

The Earl of Selborne said that such action as had been taken had been taken by this Government, and he believed it would mark a turning point in the history of Government action in connection with social questions in this country. The Government had behind them the whole of their lordships' House in the policy on which they had started. (Hear, hear.) He believed the wisest measure the Government could adopt to promote industrial calm and increased output would be to arrange to give a month's holiday on full pay successively to men who had been bearing the immense strain of three and a half years' work in the factories and munition shops. The most wonderful thing the war had proved was the solidarity of our race and nation. They might have their disputes, but it did not matter whether a man was a duke or a crossing-sweeper, if he was an Englishman he really looked at things from very much the same point of view. (Hear, hear.) The extreme homogeneity and unity of our nation, as compared with some other nations, was one of those things which ought to cause us to feel no fear for the future. What the trade unions were out for was to establish the status of the working man and the status of the union. But the unions could not have the status and at the same time remain irresponsible. The real solution, the safety, was to be found in the completion of the strength of the trade union organization—that their status should be fully recognised and accepted, and that their responsibility should be assumed and acknowledged by them. In that House Capital was very fully represented—he thought ever represented—and it made their position in the problem which was coming forward peculiarly difficult. But he spoke the literal truth when he said that there was no part of Parliament where the claims of Labour would be considered with more sympathy or more impartiality than in that House. The motion was by leave withdrawn.

APIOLINE

(CHAPOTEAUT)



LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French medical authorities and superior to Trasy, Steel Drops and Penny royal. CHAPOTEAUT, 8 rue Vivienne, Paris. Sold by all Chemists.

The All-British Standard
READINESS and suitability for long or short journeys, under any conditions give to the STANDARD LIGHT CAR Owner a satisfaction which can only come from the possession of a good article.

Make sure of getting early delivery of a Post War Model by sending your enquiry to—
THE STANDARD MOTOR CO., Ltd., London, E.C.4.

ON SALE
HONGKONG HANFORD EXPORT
of the
LEGISLATIVE COUNCIL for the
Session, 1916.
REVISED BY THE MEMBERS.
PRICE 1/-
DAILY PRESS OFFICE

THE NEW FRENCH THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION
THERAPION

SAVARESSE'S
SANTAL
CAPSULES
PHYSICIANS RECOMMEND THEM
OF ALL CAPSULES Made in London

Enjoy THE Summer

OF-1918-IN
BRITISH COLUMBIA
 AND THE BEAUTIFUL
CANADIAN ROCKIES
 AN IDEAL CLIMATE AND THE
GRANDEST SCENERY IN THE WORLD

Golfing—Automobileing—Boating—Fishing—Shooting—Mountain Climbing—and Bathing
 all within short Distance of Comfortable Hotels and Private Homes.

YOU CAN **Save REAL Money** IF YOU
DEFINITELY BOOK YOUR PASSAGE
NOW

BY THE STEAMSHIPS OF THE



Regular Sailings to Vancouver.

For particulars regarding passage fares, sailings and reservation of accommodation, see literature of trips and descriptive literature apply to:
 P. & O. S. N. CO., Ltd., General Agent, Passenger Dept., Phone 752, HONGKONG.
 For freight rates and through bills of lading via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West India, apply to:
 P. & O. S. N. CO., Ltd., General Agent, Freight Dept., Phone 42, HONGKONG. (1467)

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL dispatch VESSELS to the Undermentioned PORTS
 LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

SHANGHAI, MOJI & KORE.

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID and MARSEILLES.

SHANGHAI, MOJI, KORE and YOKOHAMA.

LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York, at Special Rates.
 For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to
E. V. D. PARR, Superintendent
 P. & O. S. N. Co.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STEAMERS TO SAIL:

HAIPHONG "LOKSANG" Thurs, 17th Jan., 7 a.m.
 MANILA "YUENSANG" Friday, 18th Jan., 3 p.m.
 SHANGHAI "KINGSANG" Sat, 19th Jan., D'light.
 HAIPHONG "TAKSANG" Tuesday, 22nd Jan., 7 a.m.
 BANDARAN "MAUSANG" Tuesday, 22nd Jan., noon
 MANILA "LOONGSANG" Friday, 25th Jan., 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.
 Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when indicated on the schedule.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers.
 Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Labud.

TRIESTE LINE.—A regular service is run from March to October between Hongkong and Trieste, calling at Yokohama and Kobe.

UNDERSTANDING GOVERNMENT PASSENGER REGULATIONS. All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passport with their Photographs and description affixed thereto. For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.
 Telephone No. 315 General Managers



THE ROYAL MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to
JARDINE, MATHESON & CO., LTD.
 Telephone No. 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.
 Including the Movements of the Local Markets
 24 PAGES! 24 PAGES!! 24 PAGES!!!

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA	24th Jan.	30th Jan.	SHANGHAI
TIMANOEK	JAVA	24th Jan.	23th Jan.	JAVA

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1574.
 York Building, 1st Floor.

JAVA-PACIFIC LINE

JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI
 Subject to Change Without Notice.

S.S. "ARAKAN" 20th January.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a fully qualified surgeon.
 Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
 For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN.
 Managing Agents
 York Building

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

"ROTTERDAM LLOYD" ROYAL MAIL LINE

STOOMVAART MAATSCHAPPY "ROTTERDAMSCH LLOYD"

JOINT SERVICE

Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU
 Steamers to sail.

"ORANJE" 8,000 23rd Jan.
 "KONINGIN DER NEDERLANDEN" 10,000 30th Jan.
 "OPHIE" 8,000 30th Feb.
 To SINGAPORE and JAVA.
 "PRINSES JULIANA" 14,000 17th Jan.
 "VILIS" 8,000 30th Jan.
 "REMBRANDT" 10,000 30th Feb.
 "GOETTER" 10,000 23rd Feb.

These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.
 For further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
 Agents
JAVA PACIFIC MAIL SERVICE.

SHIPS
 ENGINES
TAIKOO DOCK
 BOILERS
 MOTORS.

Agents for Japan, Korea, Manchuria, and the Far East.
 Agents for the Straits Settlements, Malacca, and the East Indies.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents for the Indian subcontinent, the Deccan, and the Madras Presidency.
 Agents for the Bombay Presidency, the Madras Presidency, and the Straits Settlements.
 Agents for the Malacca, the East Indies, and the South Seas.
 Agents for the Philippines, Formosa, and the South Seas.
 Agents for the North China, Mongolia, and the Amur River.
 Agents for the Gobi Desert, the Himalayas, and the Pamirs.
 Agents for the Caucasus, Persia, and the Arabian Peninsula.
 Agents

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

"ELLERMAN" LINE.

(Raffles & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
or to Raffles & Co., Canton. General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TSINGTAO, WEIHAIWEI and DALNY HOIHOW	"CHANGCHOW"	On 18th Jan., 11 A.M.
PAKHAI and HAIPHONG	"CHANGCHOW"	On 18th Jan., 3 P.M.
SWATOW and HINGAPORE	"HUPEH"	On 18th Jan., 3 P.M.
NINGPO and SHANGHAI	"FENG IEN"	On 18th Jan., 4 P.M.
SHANGHAI	"SINKIANG"	On 17th Jan., 3 P.M.
SHANGHAI	"SUNNING"	On 18th Jan., 3 P.M.
SHANGHAI	"SHANTUNG"	On 24th Jan., 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Ambulance, Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, making cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to
TELEPHONE 36.

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR
ISWATOW, AMOY AND FOOCHEW
AND RETURN.
(Occupying 3 to 15 Days).

"HAINONG" ... Capt. J. W. Evans ... FRIDAY, 18th Jan., at Noon.

Arrivals and Departures from the Company's Wharf (near Race Point).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID HASSOON & CO., LTD.
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Despatch	Due at
to	at	Sts. from Colombo	Marseilles	London
COLOMBO	Noon		1817	1917

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

U.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong	Leave SINGAPORE	Leave PORT SWETENHAM	Leave COLOMBO
	about	about	about	about
The Intermediate	Service is Temporarily Suspended.			

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Second-class World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & IRELAND, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to
E. V. D. FARR,
Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY,
CAPE TOWN and MADEIRA.

VICTORIA, B.C., & SEATTLE via
SHANGHAI, MOJI, KOBE,
YOKOHAMA, and YOKOHAMA.

SYDNEY and MELBOURNE via MANILA, ZAMBOANGA, THURSDAY ISLAND,
TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

NAGASAKI KOBE and AKI MARU FRIDAY, 18th
YOKOHAMA ... Capt. Yoshikawa ... 12,500 ... Jan. at 11 A.M.

SHANGHAI KOBE and ATSUTA MARU MONDAY, 21st
YOKOHAMA ... Capt. Inada ... 15,000 ... Jan. at 11 A.M.

SHANGHAI KOBE and KAMO MARU TUESDAY, 22nd
YOKOHAMA ... Capt. Shimada ... 15,000 ... Feb. 11 A.M.

SHANGHAI KOBE and IYO MARU WEDNESDAY, 23rd
YOKOHAMA ... Capt. Takana ... 12,500 ... Feb. 11 A.M.

SHANGHAI KOBE and COLOMBO MARU SATURDAY, 25th
YOKOHAMA ... Capt. Ueda ... 5,000 ... Jan. 2nd

SHANGHAI KOBE and CRYLON MARU SATURDAY, 2nd
YOKOHAMA ... Capt. Teada ... 10,000 ... Feb.

SHANGHAI KOBE and BOMBAY MARU TUESDAY, 22nd
YOKOHAMA ... Capt. Toranaga ... 8,000 ... Jan.

SHANGHAI KOBE and TENSHIN MARU THURSDAY, 24th
YOKOHAMA ... Capt. Taniguchi ... 8,000 ... Jan.

EASTBOUND NEW YORK LINE
via PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO,
PANAMA and COLON.

For Further Information apply to

Telegrams Nos. 222 and 223

NIPPON YUSEN KAISHA.
K. MOBI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tonnage	Leave Hong Kong	Leave Hong Kong
TENYO MARU	22,000	SAT.	19th Jan.
NIPPON MARU	11,000	WED.	22nd Jan.
SEIYU MARU	22,000	SAT.	5th Feb.
PERMA MARU	9,000	FRI.	22nd Feb.
KOREA MARU	18,000	SAT.	5th Mar.
SHIMAZU MARU	18,000	FRI.	22nd Mar.

The ss. "Nippon Maru" and ss. "Perma Maru" call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO,
SAN PEDRO, SALINO, URU, BALBOA, CALLAO, ARIKA
AND IQUIQUE.
THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,000 Tons
KIYO MARU	17,500 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN STEAMERS, Ltd., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, Agent,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong,
Tourane, Saigon, Singapore, Colombo, Djibouti,
Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to
P. THOMAS, Agent,
Queen's Building.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE and TACOMA, via
SHANGHAI, MANILA, HONOLULU,
MOI, KOBE, and YOKOHAMA.

"MANILA MARU"	THURSDAY, 31st Jan., at 3 P.M.
"CHICAGO MARU"	TUESDAY, 12th Feb., at 3 P.M.
"MEXICO MARU"	THURSDAY, 23rd Feb., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between
Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland
cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget
Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de
Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at
Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo.
At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar.
Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Taiwan, via Swatow and Amoy.

"SOSHU MARU" ... THURSDAY, 17th Jan., at 3 A.M.

"KAMU MARU" ... SUNDAY, 20th Jan., at 10 A.M.

"KAMU MARU" ... SUNDAY, 27th Jan., at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near
the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76
will be fixed.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
HONOLULU TO SAN FRANCISCO.

JAN. 26 and APRIL 10, 1918.

AN UNPARALLELED HIGH-CLASS PASSENGER

SERVICE AT INTERMEDIATE PORTS.

O. H. BITELL, Freight and Passenger Agent,
Freight Building, 100, Queen's Building.

